

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING. MANUFACTURES

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 7.]

SATURDAY, FEBRUARY 12, 1870.

[WHOLE No. 1,765, VOL. XLIII.]

Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

The Tax on Incomes.....	173
Boston, Barre and Gardner Railroad	174
Boston and Albany Railroad.....	174
Milwaukee and St. Paul Railway.....	175
Baltimore and Ohio Railroad.....	176
Rome, Watertown and Ogdensburg Railroad.....	176
Railroad Earnings.....	179
Federal and State Securities.....	180
Dividend and Interest Tables.....	178, 181
Railroad Share List	186
Stock Exchange and Money Market.....	193
Worcester and Nashua Railroad	195
Intercolonial Railway	195
Cumberland (Md.) Coal Trade.....	196
Journal of Railroad Law.....	196
Anthracite Coal Trade of the United States.....	197

American Railroad Journal.

New York Saturday, February 12, 1870.

The Tax on Incomes.

A resolution was lately adopted in the House of Representatives, declaring that the true intent and meaning of the Internal Revenue act of 1867, is, that the income tax shall be collected during and for the current year. It appears that the law—as is frequently the case with Congressional enactments—is somewhat ambiguous, and a variety of decisions have been reached in the different departments of the Government as to its meaning. In the Senate debate on this question a wide diversity of opinion was developed, both as to the construction of the law and as to the propriety and expediency of continuing the tax—although the latter question was not actually involved. These quibbles over the wording of the law, however, have but little interest for the people of the country at large: the important question being, will Congress allow the tax to be assessed and collected in spite of the earnest protest of all classes of the community, and the persistent demands of a vast majority of the tax payers of the nation for the prompt and unconditional repeal of the law. The fact that a resolution providing for the collection of the tax for 1870, in 1871, has passed the House without debate, may

be regarded as an evidence that Congress will legislate in favor of its continuance.

We confess our disappointment. Knowing that the ambiguity of the law would lead to a discussion of the question of enforcing or repealing it, we had hoped that Congress would at least have given the overtaxed people the benefit of the doubt, by refusing to authorize another assessment of the tax on incomes. Although there is now but little reason to expect that that body will defer to the strong popular sentiment in favor of repealing the law, it is not too late to urge on that body the importance of relieving the people from a form of taxation the most odious and distasteful ever devised by the National Government. In no better way can the work of lightening the burdens which now oppress the people be begun. There is no longer a necessity for its continuance, since the revenues of the Government are so far in excess of its requirement, that Mr. Bontwell has had recourse to the expedient of the sinking fund to prevent the accumulation of surplus monies in the Treasury. As this sinking fund is in no sense a necessity, we could well dispense with any further additions to it at the present time. The bonds are safe. Many years will elapse before they will be presented for redemption, and the people are unwilling at the present time to be taxed for the payment of both interest and principal. What is needed is that Congress shall repeal every unnecessary tax, and reduce the revenues to the minimum of its requirements under a strictly economical administration of every department of the Government.

There are, however, other considerations besides those of expediency why the income tax should be repealed. As now levied, it is neither just nor equitable. For example, the amount actually paid for house rent may be deducted from the returns of personal income in some cases and not in others—in addition to the \$1,000 exemption common to all payers of the tax. In cases where the payer is in the service of the Government, the full amount of his income tax is by law deducted in advance irrespective of any allowance for house rent. A clerk in the Treasury, Custom House or Post Office Department, or any officer of the army, is not permitted any exemption on account

of rent, unless he has an income from other sources from which to deduct it. This is an unjust discrimination against those in the service of the Government. Under this system a clerk in one of the public departments who receives a salary of two thousand dollars pays tax in advance on \$1,000 income, without deductions, though he may pay out six hundred dollars a year, or more perhaps; while every other clerk or person in the United States receiving a \$2,000 income is permitted to deduct the full amount disbursed for house rent or its equivalent. Thus one man must pay \$50, on precisely the same income on which another pays \$20—supposing the house rent to be \$600 in both cases. However regarded, the exemption clause is unequal in its operations. Can any good reason be alleged for deducting one thousand dollars from a total income of millions, while only one thousand dollars exemption is allowed to the poor man with a salary of twelve or fifteen hundred dollars out of which his family must be supported? Why permit extravagant house rents to be deducted in the case of the wealthy tenant, while no greater privilege is allowed the poor man, whose humble home is a bare necessity, which under existing circumstances, costs him far more in proportion to his means than an elegant mansion costs his neighbor? We admit it would be difficult, if not impossible, to modify the law so as to do away with these objections to it, and Congress should "reform it altogether" by repealing the tax at once.

These are a few of the inequalities of the law. The objections to it on other grounds are even stronger. The worst feature of the tax is that it is systematically and persistently evaded by a considerable part of the taxable community, and every attempt to enforce the law, would lead in an almost equal number of instances to equivocation and deception that amounts practically to flat perjury. The influence of this on the community is essentially demoralizing. To prevent it, it is necessary for the agents of the Government to institute a system of espionage not in the least in accordance with the principles of our free institutions. No man's business relations, however private, are sacred from the inspection of

those lynx-eyed partisans of the law, unless he can succeed in evading them as is often the case. On the other hand, suppose a responsible citizen, who respects law in all forms, however odious and objectionable its provisions and requirements, makes an honest return of his taxable income. He is thus compelled to publish to the world, that which concerns himself alone, and which for many and obvious reasons he would prefer to keep to himself. The books of the Assessors' Department are public documents, and may be consulted by whoever chooses to do so. More than this, the incomes as sworn to are generally paraded for public inspection in the columns of the newspaper press, to be discussed and compared in business and social circles, and made a subject of public comment. In a few instances this may gratify a petty vanity, but in a majority of cases it is distasteful in the extreme, and prompts a desire to evade the law. The collection of the tax at stated intervals imposes a burden on most payers of moderate incomes which comparatively few are able to bear. Being therefore odious from the means necessarily employed by the Government in its collection, and burdensome to those whose income is little more than sufficient to sustain them comfortably, it should only be regarded as a last expedient by which to replenish an exhausted public Treasury. This necessity once removed, as in the present case, it is the duty of Congress to repeal the law. The Government does not need to resort to direct taxation in times of peace and prosperity to maintain its solvency. It already taxes heavily enough all articles of consumption and exchange, both necessities and luxuries, all business transactions, manufactures, and every form of productive industry, and from these sources its revenues are more than ample for all present and prospective requirements. These indirect taxes the country will cheerfully pay as long as Congress may deem their collection necessary, but the strong public sentiment in favor of a repeal of the income tax demands the prompt and intelligent consideration of that body before the close of its present session.

Boston, Barre and Gardner Railroad.

The first annual meeting of the stockholders of this road was held at Worcester, on the 2d inst. The report of the Directors stated that the amount required for the construction of the first and second sections of the road had been subscribed. An assessment of \$20 per share had been laid. The receipts have been \$105,217, and the expenditures \$2,755. The corporation owes \$1,000. A contract has been made with Messrs. R. P. Cook & Co. of Brockville, Ontario, Canada, to furnish all material and construct the road from Worcester to Gardner, to be finished ready for the rolling stock on or before July 1, 1871; and they have commenced the work with a fair prospect of having it completed within the time. A. R. Field, of Greenfield, has been appointed Superintending Engineer. The construction of the Massachusetts Central Road, which has been chartered, will, if built, afford accommodation to Barre and other towns in that vicinity, which will supersede any necessity for the construction of the third section of this road, and for that reason no effort has been made to obtain subscriptions for that section.

The following gentlemen were elected Directors for the ensuing year: Stephen Salisbury, Ivers Phillips, H. N. Tower, Stephen Salisbury Jr., George W. Gill, Lewis Barnard, W. W. Rice, Calvin Foster, R. C. Taylor, all of Worcester; Col. I. N. Ross of Holden; W. B. Goodnow of Princeton; Wm. H. Morse of Hubbardston; Levi Heywood of Gardner. At a subsequent meeting of the Directors Ivers Phillips was chosen President, and Wm. E. Starr Clerk.

Boston and Albany Railroad.

The earnings of this road for the years ending November 30, 1868 and 1869, have been as follows:

	1868.	1869.
From passengers ...	\$2,290,568 41	\$2,557,592 38
" freight	3,410,892 76	3,861,052 32
" mails, etc.....	373,143 85	377,811 12
	\$6,074,605 02	\$6,796,455 82

Expenses, viz:

Repairs of roadway.	\$653,812 76	\$857,336 57
" engines..	350,856 75	413,510 54
" cars.....	542,961 46	571,008 42
" buildings, ferry, etc.	224,533 50	254,033 70
Transportation exp..	2,328,006 15	2,625,774 33
General expenses ...	56,002 19	56,663 15
	\$4,156,172 81	\$4,778,326 71

Net balance.....	\$1,918,432 21	\$2,018,129 11
------------------	----------------	----------------

From this deduct—

Interest on State loans and exchanges.....	\$247,948 07
One per cent. to sinking fund	55,100 00
Ten per ct. dividends, including Government tax	1,648,842 C8
Dividends and Government tax, Pittsfield and North Adams Railroad.....	27,000 00
	1,978,890 15

Surplus not divided.....	\$39,238 96
Total surplus of contingent fund, November 30, 1868.	\$1,717,056 21

Less payment to Great Western Railroad, and balance of revenue tax.....	3,520 82
	1,713,535 39

Contingent fund, Nov. 30, 1869, \$1,752,774 35

SINKING FUND.

Value of Massachusetts sinking fund Nov. 30, 1868.....	\$1,925,377 42
Contribution in 1869.....	\$55,100 00
Earnings in 1869.....	211,860 52

	266,960 52
	\$2,192,337 94

Paid £90,000 due Oct. 1, 1869, at \$4.80	\$432,000 00
Premiums on exchange.	95,106 91
	527,106 91

Amount of fund, Nov. 30, 1869.....	\$1,665,231 03
Value of Albany sinking fund, Nov. 30, 1868.....	\$603,107 15
Earnings in 1869.....	29,753 39

	\$632,860 54
Interest paid in 1869...	33,300 00
	\$599,560 54

Bonds paid in 1869.....	93,000 00
	506,560 54

Value of fund Nov. 30, 1869	506,560 54
-----------------------------------	------------

Value of both funds Nov. 30, 1869.	\$2,171,791 57
------------------------------------	----------------

Compare with the previous year, the gross

earnings show an increase of \$721,850 80; with an increase in expenses of \$622,153 90—making the increase in net earnings, \$99,696 90. The report says:

The sterling debt has been reduced by the payment from the sinking fund of £90,000, that amount having fallen due on the 1st of October last; and there remains in the hands of the Commissioners of the fund the sum of \$1,665,231 03, for the further liquidation of that debt. Of the Albany City Bonds, \$93,000 have been paid and canceled during the past year, and the Commissioners of that fund have in hand cash and securities more than sufficient to meet the outstanding bonds. The dollar bonds have also been reduced by the payment and cancellation of \$44,500.

We have laid, in the repairs of track during the last year, 9,231 tons of new rails, 1,000 tons of which were of steel from the works of JOHN A. GRISWOLD & Co., of Troy, N. Y., and our track was never in better condition than at the present time. We have also effected contracts for 4,000 tons of steel rails for early delivery next spring.

The equipment of the road has been increased by the addition of 23 first class engines, eight of which are in substitution of an equal number sold or broken up; the actual complement of engines being increased by 15, thus furnishing us with motive power fully equal to present needs of the business. We have also built and purchased 20 passenger and baggage cars, eight of which belong to the Boston and New York line, and to the freight equipment 428 new cars have been added.

By reason of the elevated location of our road and its thorough drainage, we have suffered, until the past year, but little from freshets, indeed, the whole damage from that source since the road was opened for use, would not, it is believed, equal that occasioned by the extraordinary rains of October 4th, when the destruction of culverts, bridges and embankments, was so extensive that, with all the force and material which it was possible to command, we were unable for three days to pass a train over the whole length of our road. The damages have, in the main, however, been repaired, and the superstructures rebuilt. At Wilbraham, where the most serious difficulty was experienced, the work of reconstruction is already in an advanced state. The masonry for the culvert the foundations of which are about seventy feet below the rail is being replaced with hammered stone in a most thorough and substantial manner, and in the course of a few days the work will be ready to commence the filling.

Full and final settlements have been effected with the former proprietors of the Grand Junction road, and all claims upon the same have been paid; the mortgage to the Eastern road, however, has been discharged since the close of the fiscal year, and does not appear in the accounts.

The property of the corporation at East Boston, made doubly valuable by its close connection through the Grand Junction road with our main line is now being rapidly developed. During the past year the docks have been dredged and improved, the wharves and storehouses renewed and put in good condition, and an elevator is being built capable of storing about 350,000 bushels of grain, and so situated as to discharge the products of the West, directly into the holds of vessels for foreign export. These wharves are now accessible to all the railroads terminating in Boston, the approach to them, however, is now for a short distance over a portion of the Eastern road. A location for an independent connection has been made, for the completion of which some further outlay may be necessary.

In the City of Boston large and valuable additions have been made to the real estate of the corporation in the immediate vicinity of the depot, and at Allston extensive car shops are in process of erection upon the territory of the corporation recently enlarged by purchase for that purpose. When these improvements are completed, the ground at present occupied by workshops in the city, will afford room for ampler accommodations for engines.

While these and other improvements have been steadily pressed with a view to the immediate wants of the corporation, we have not been unmindful of the claims which the future will make upon us, and that full provision against any exigency might be secured, we have availed ourselves of the authority given by the last Legislature, to purchase of the Commonwealth fifty acres of the South Boston Flats. This contract was closed with the Harbor Commissioners, the duly authorized agents of the Commonwealth, late in the season, and no steps have as yet been taken for its development.

From the rapidly increasing volume of traffic over our road, and the well-recognized importance of speed and regularity in its transportation, the attention of the Directors has been called to the inadequacy of the bridge over the Connecticut River at Springfield. The superstructure of this bridge is of wood, and as at present constructed, its piers will not admit of more than a single track. To provide as far as possible against any interruption to business which might result from these causes, the Directors have resolved to begin early in the coming season upon the construction of a double track iron bridge. The inadequate accommodations afforded by the passenger depot at this point to the traveling public, has also engaged the serious consideration of the Board, and although the subject presents peculiar difficulties, it is believed that out of the several plans now under advisement, one will be adopted in which the necessities and convenience of both the public and the various roads interested, may be satisfactorily met. This improvement may lead to the necessity of changes in the present workshop and freight arrangements of our road at that point.

At Worcester, also, the insufficiency of our passenger depot accommodations is becoming more and more apparent. Negotiations are now pending between the different roads interested and the city of Worcester, for the construction of a Union Passenger Depot, and it is hoped before another season shall have passed, some plan will be matured for its accomplishment.

A charter has been obtained for the erection of a new bridge over the Hudson River at Albany, and it is contemplated to begin upon the work during the coming season. In locating the bridge special reference will be had to securing ample and convenient depot accommodations on the west side of the river.

In reviewing the doings of the past year as exhibited in the accompanying tables, a marked increase in the amount both of the freight and passenger traffic will be observed. This business has been done with greater ease and promptness than ever before and at prices which it is believed cannot fail of being satisfactory to the public.

The company have 47 passenger and 112 freight locomotives; 114 passenger, 37 baggage and postal, 2,762 merchandise, 137 gravel and 100 hand cars. Also, 98-234ths of 36 passenger, 4 express, 3 post office, and 10 baggage cars of the New York and Boston Express Line, and 2-5ths of 6 passenger and 2 baggage cars on Steamboat Train.

The number of miles run by locomotives with passenger trains, was 958,921; with freight trains, 2,158,969; with gravel trains, etc., 85,502—total, 3,203,392.

The number of through passengers carried, was 65,841; way do., 4,225,174—total, 4,291,015. Number of passengers carried one mile, 95,678-232.

The total number of tons moved, was 1,613,949, of which 551,700 went west, and 1,062,240 east. The through tonnage westward amounted to \$5,045; do., eastward, 237,619. All other tonnage westward, 466,655; do., eastward, 824,621. Equivalent number of tons carried one mile, 158-

579,177—equal to 792,896 tons carried over the whole road.

An aggregate of 254,257,409 passengers or tons of freight carried one mile in 1869, against 206,348,323 passengers or tons of freight carried one mile in 1868.

The cost of transportation for each passenger and each ton of freight one mile this year has been 1.888 cents, against 2.024 cents in 1868.

The cost of the Boston and Albany, Albany and West Stockbridge, and Hudson and Boston Railroads to November 30, 1869, has been as follows:

Boston and Albany Railroad.....	\$14,040,194 60
Equipment.....	2,597,837 78
Albany and West Stockbridge R.R.	2,411,055 75
Hudson and Boston Railroad.....	203,036 01
West Stockbridge Railroad stock	18,000 00
Grand Junction Railroad	1,051,908 83

Total.....\$20,317,032 47

BALANCE SHEET FOR 1869.

Cost of road and equipment.....	\$20,317,032 47
Hudson River Bridge.....	175,000 00
Notes receivable.....	796,791 04
Materials.....	695,620 45
Cash.....	387,425 12
Real estate and lands	100,270 80
Ledger balances due from individuals and corporations.....	239,734 54
Commissioners of Massachusetts sinking fund.....	\$1,665,231 03
Trustees of Albany sinking fund.....	506,560 54
	2,171,791 57

\$24,833,665 99

Capital stock, 164,116 shares.....	\$16,411,600 00
£337,400 sterling b'ds. at \$4.80	\$1,619,520 00
Albany bonds.....	500,000 00
Dollar bonds.....	763,500 00

2,873,020 00

Unclaimed dividends and interest..	20,800 00
Dividend No. 4	863,257 89

Accumulated sinking fund profit.....\$1,807,819 86

Less premium paid on exchange

95,106 91

\$1,712,212 95

Contingent fund.... 1,752,774 35

3,464,987 30

Loan acct. Baring Brothers & Co. 1,200,000 00

\$24,833,665 99

President.—C. W. CHAPIN, Springfield.

Vice President.—D. WALDO LINCOLN, Boston.

Directors.—C. W. Chapin, Daniel Denny, Ignatius Sargent, Thomas F. Plunkett, Josiah Stickney, Moses Kimball, Ginery Twitchell, Avery Plumer, D. Waldo Lincoln, William Clafin, Jonathan D. Wheeler, James D. Colt, William Mixter.

Gen'l Supt.—C. O. RUSSELL, Springfield.

Asst't Superintendent.—ABRAHAM FIRTH, Boston.

Asst't Superintendent.—J. B. CHAPIN, Albany.

Treasurer.—C. E. STEVENS, Boston.

The Elkhorn Independent says that the managers of the Western Union Railroad are making arrangements to extend the line of their road from Sabula, opposite Savanna, to Ackley, about 150 miles west, joining the Iowa division of the Illinois Central at that point.

About one hundred delegates from the northern counties of Pennsylvania and from Western New York met at Williamsport, Penn., on the 8th inst., to devise means for building an independent direct railroad from the Jersey shore to

Buffalo. The meeting was sanguine that the Buffalo and Washington Railway would connect with the Pine Creek, Jersey Shore and State Line road at Port Allegany. A committee was appointed to carry out the design of the convention.

Milwaukee and St. Paul Railway.

The directors of the Milwaukee and St. Paul Railway Company have issued a circular to the shareholders in which it is recommended that the directors be authorized to increase the capital stock 8,289 shares, or \$828,900, and that the same be divided among the shareholders by giving to each share of preferred stock three dollars in the new stock and to each share of the common stock seven dollars in the new stock. This increase of the capital will represent in part the earnings of the company for 1869, which have been used in permanent improvements of the property and additions thereto.

The directors say that they had hoped to be able to declare a dividend of seven per cent. in cash to both classes of shareholders, from the earnings of 1869, but they have been unable to do so for the reason that the income of the company was not what they expected it would be, owing to the low price of wheat which prevented that product from seeking market, and thereby lessened the business anticipated from that source. They further claim that the taxes, State and national, which they are compelled to pay, amount to about four cents per bushel on every bushel of wheat carried over the road.

Some statistics are given by the directors in regard to the road and its operations, which are of general interest. The company now owns 986 miles of railway, 85 of which were put in operation last year. The various lines and their length are as follows:

	Miles.
Milwaukee to St. Paul via Prairie du Chien.....	405
" to La Crosse via Watertown.....	196
" to Portage via Horicon	95
Horicon to Berlin and Winneconne.....	68
Watertown to Madison	37
Milton to Monroe.....	42
Calmar to Clear Lake.....	84
Conover to Decorah.....	10
Mendota to Minneapolis.....	9

Total.....936

The earnings of the company for 1869, were \$7,250,668 68, and the operating expenses, \$4,229,882 11. The net earnings, therefore, were \$3,020,786 57. The interest on the mortgage debt (\$17,132,500) is \$1,246,582, subtracting this sum from the net earnings and there remains \$1,774,204 57, which is applicable to dividends. The amount of preferred stock, is \$9,744,268; and of common stock, \$7,665,104, which gives a total of stock of both kinds amounting to \$17,409,372. On these earnings the directors will issue a dividend, the shareholders concurring, of ten per cent., including the stock dividend above mentioned—in other words, they propose to issue a dividend on the preferred stock of seven per cent. in money and three per cent. in stock, and on the common stock three per cent. in money and seven per cent. in stock.

The company expended during the past year in the renewal of track, new bridges, new fences, new cars and new tools and machinery, \$677,626. The cost of the new lines built, was \$577,853. The five miles of connecting track built around the city of Milwaukee, cost \$95,496. The cattle yards in this city, which are among the best in the country, cost \$28,025. The cost of the frogs, switches and turn tables on the new roads, was \$106,247. Thirteen new locomotives were built at an expenditure of \$172,562.

It will thus be seen that the expenditures of the company, outside of ordinary operating expenses, have been incurred for permanent improvements—improvements which will largely enhance the aggregate value of the property and add to its efficiency and productive power. The company

has no floating debt except what it is prepared to pay on demand. The directors certainly make a very favorable showing of the result of their management of the vast interests committed to their care, while the vigor with which the extensive improvements and extensions of line have been carried out reflect much credit upon the officers in charge of the road, and particularly the general manager, Mr. Merrill.

To appreciate the vast amount of work that has been done by the Milwaukee and St. Paul Company, and the companies preceding it, and how much that work has added to the wealth and prosperity of the State, we have to reflect that it is only about seventeen years since the first rail of this great railroad system was laid, and that large portions of the country which it now penetrates, and where now are fine farms and flourishing villages, were almost as wild as when man first set his foot upon them. Verily there is nothing that so much contributes to the wealth and material development of a country as railroads. What would our State be with its railroads stricken out of existence?—*Milwaukee Wisconsin, Jan 29.*

Baltimore and Ohio Railroad.

We have received a copy of the report of this company for the fiscal year ending September 30, 1867 which was presented at the annual meeting of the stockholders in Baltimore on the 15th of November last. The reports of this company have been delayed for several years past by reason of difficulty in settling accounts which had accumulated during the war and since. The following is a comparative statement of the earnings and expenses of the Main Stem for the years 1866 and 1867.

MAIN STEM.		
Earnings:	1866.	1867.
From passengers....	\$1,634,787 86	\$1,670,874 79
Tonnage.....	6,067,441 91	5,771,809 31
Total.....	\$7,702,229 07	\$7,442,684 10
Working expenses:		
Transportation exp....	\$1,151,761 72	\$1,163,988 91
General expenses....	62,997 54	89,951 51
Losses by accidents....	57,488 78	65,470 85
Repairs of railway....	1,020,311 85	883,665 85
" locomotives....	688,277 27	630,559 45
" burden cars....	403,455 93	267,489 00
" pass. cars....	79,533 93	96,256 56
" dump cars....	4,277 29	790 95
" stationery		
" machinery....	145,976 43	184,973 44
" depots....	276,611 70	328,669 90
" waterstations	38,656 19	32,380 38
" bridges....	196,662 42	232,808 85
" telegraph....	8,041 79	9,000 44
Fuel and preparing....	196,508 12	228,128 72
Cleaning engines and		
cars.....	77,046 17	81,537 07
Pumping water....	11,695 26	13,083 25
Watching cuts, tunnels		
and bridges....	54,431 10	55,436 40
Contingent expenses		
of machinery department.....	6,856 77	7,074 83
Total.....	\$4,480,190 21	\$4,376,265 86
Net earnings.....	\$3,222,038 86	\$3,066,418 24

It is shown that the earnings, in comparison with the fiscal year 1866, decreased \$259,544 97, while the working expenses decreased \$103,924 35—making a comparative decrease in net profits of \$155,620 62. Compared with the fiscal year 1865, the decrease of earnings being \$2,654,022 09, and the decrease of working expenses \$1,282,456 56, the decrease of net profits amounted to \$1,371,565 63.

The ratio of expenses to earnings was in 1865, 46.04, in 1866, 58.16, and in 1867, 58.79.

During the fiscal year, the sinking fund for the redemption of the city loan increased to \$1,065,965 43—showing a gain of \$55,935 88.

Dividends of 4 per cent, each upon the capital stock were paid on the 23d of October, 1866, and the 30th of April, 1867. The U. S. tax thereon was also paid by the company.

The liabilities of the company, compared with the statement of September 30, 1866, show reductions by payments on account of the loans stated as follows:

On loan redeemable in 1867	\$717,901 16
On N. W. Va. second mortgage bonds, endorsed by the B. & O. R. R. Co..	4,500 00
On N. W. Va. third mortgage bonds, endorsed by the B. & O. R. R. Co..	4,000 00

\$726,401 16

The balance of cash in the Treasury, Sept. 30, 1867, was, \$300,485 70, after deducting \$123,105 44 for payment of interest on the city loan, and on the bonds of the company which matured Oct. 1, 1867.

Statement of profit and loss for the years ending September 30:

	1866.	1867.
Balance from previous year.....	\$16,084,928 97	\$17,548,131 83
Net earnings.....	3,222,038 86	3,066,418 24
Divid'd upon 10,168 shares of Washington Br. stock owned by the Co.	101,680 00	101,730 00
Increment of five million loan S.F.	61,621 58	55,635 38
House rents.....	8,238 93	8,643 81
	\$19,478,508 34	\$20,780,559 26

	1866.	1867.
Dividends on stock	\$1,050,624 00	\$1,050,804 00
Interest and taxes.	837,748 32	532,266 16
Ground rents.....	25,455 59	27,056 32
Central Ohio Division.....	16,548 60	370,634 97
Balance.....	17,548,131 83	18,799,797 81

\$19,478,508 34 \$20,780,559 26

Statement of the liabilities and assets of the Baltimore and Ohio Railroad Company, September 30, 1866 and 1867.

	1866.	1867.
Liabilities:		
Stock	\$13,133,700 00	\$13,136,700 00
Stock scrip not funded	4,102 00	15,262 00
Certificates of indebtedness not conv. into stock.	13,110 00	.....
Scrip issued for fractional certif.	1,050 00	.....
Preferred stock...	3,000,000 00	3,000,000 00
Loan redeemable in 1867	753,930 60	86,029 44
Loan of 1875	863,250 00	863,250 00
" 1880.....	579,500 00	759,500 00
" 1885.....	1,710,500 00	1,710,500 00
City loan	5,000,000 00	5,000,000 00
*N. W. Va. R.R. 2d mort. bonds....	481,500 00	477,000 00
*N. W. Va. R. R. 3d mort. bonds....	155,000 00	151,000 00
Open accounts	607,044 05	.....
Unclaimed dues ..	43,938 29	45,265 07
Wash. Br. road....	404,340 11	334,183 80
Profit and loss....	17,548,131 83	18,799,797 81
Total.....	\$44,299,996 88	\$44,148,488 12

* Bonds of N. W. Va. R. R. guaranteed by the B. & O. R. R. Co., of which the payment—principal and interest—has been assumed by the B. & O. R. R. Co., under contract of July 18, 1864.

Assets:	1866.	1867.
Cost of road	\$18,672,174 01	\$18,715,835 81
" second track	2,479,462 68	3,287,447 70
" rolling power	4,609,645 57	5,026,460 96
" real estate....	1,439,373 79	1,472,484 88

Property	\$27,200,656 05	\$28,502,229 35
Central Ohio 1st mort. bonds....	1,530,246 67	1,530,246 67
Stock of Central Ohio R. R. Co....	424,822 88	424,822 88
Stock and bonds of Pittsburgh and Connellsville R. Co.....	274,826 84	293,128 42
Pref. stock Parkersburg Br. R.R. Co.	5,680,684 94	5,680,684 94
Parkersburg R.R. Co.	254,331 61	617,759 90
Stock of Washington Branch.....	1,016,800 00	1,017,800 00
Stock of Washington Co. R. R. Co.	140,000 00	268,000 00
Washington Co. R. R. Co.....	.....	216,355 28
Metropolitan Br....	.....	62,039 02
Stocks and bonds including municipal and R. R. corporations ...	2,429,155 96	1,899,144 85
S.F. \$5,000,000 loan	1,012,330 05	1,067,965 43
S. F. ground rents.	101,191 66	101,191 66
Ohio River Bridges	201,214 15	239,934 61
Outstanding acc'ts and uncollected revenue	1,812,203 13	1,337,589 68
Materials on hand.	927,346 77	584,109 73
Balance after paying interest on bonds due Oct. 1.	1,294,186 17	300,485 70
Total.....	\$44,299,996 88	\$44,148,488 12

WASHINGTON BRANCH.
Statement of earnings and expenses for the years ending September 30:

	1866.	1867.
Earnings:		
Passengers.....	\$373,098 26	\$317,735 36
Tonnage.....	87,662 70	74,103 89

Total.....\$460,760 96 \$391,839 25

Expenses:		
Repairs of road	\$105,853 77	\$39,309 45
" depots.....	7,025 59	7,692 25
" water stations.	2,037 16	757 82
" bridges	3,218 75	1,831 06
Pumping water.....	880 81	2,797 05

Total.....\$119,016 08 \$82,387 13

Net earnings.....\$341,744 88 \$309,452 12

The earnings show a decrease, as compared with the previous year, of \$38,921 71; the expenditures charged are \$36,628 95 less—making a decreased gain of \$32,292 76. The expenses of the Road Department alone are charged to the Branch; all other expenses are paid by the Main Stem.

A dividend of five per cent. was paid Oct. 16, 1866 and a similar dividend on the 16th of April 1867.

Statement of profit and loss for the years ending September 30:

	1866.	1867.
Balance from prev. yr.	\$683,013 00	\$379,340 11
Net earnings.....	341,744 88	309,452 12
Total.....	\$1,024,757 87	\$688,792 23
Dividends on stock....	\$165,000 00	\$165,000 00
State tax on pass. and internal revenue tax	579,397 77	209,441 76
Ground rent.....	20 00	.....
On acc't of annuity...	1,000 00	166 67
Balance carried to next year.....	379,340 11	314,183 80
Total.....	\$1,024,757 88	\$688,792 23

Statement of the liabilities and assets of the		
Washington Branch, Sept. 30, 1866 and 1867:		
Liabilities:	1866.	1867.
Stock	\$1,650,000 00	\$1,650,000 00
Annuity (principal) ..	25,000 00	20,000 00
Profit and loss	379,340 11	314,183 80
	\$2,054,340 11	\$1,984,183 80

Assets:		
Road, real estate, etc.	\$1,650,000 00	\$1,650,000 00
Amount due by B. & O. R. R. Co.	404,340 11	334,183 80
	\$2,054,340 00	\$1,984,183 80

PARKERSBURG BRANCH RAILROAD.

The following is a comparative statement of the earnings and expenses for the years ending September 30:

Earnings:	1866.	1867.
Passengers	\$174,278 50	\$127,423 12
Tonnage	361,156 80	378,462 60
Total	\$535,434 80	\$505,885 72

Expenses:		
Transportation	\$117,976 98	\$117,139 66
Repairs of road	309,600 27	218,347 42
" water stations ..	6,175 35	7,934 86
" telegraph	2,054 22	1,829 81
" stationary machinery ..	5,841 36	5,682 11
" locomotives ..	62,495 31	60,683 84
" burden cars ..	38,120 97	38,985 79
" passenger cars ..	9,399 09	11,099 49
" dump cars	507 36	175 53
" bridges	28,113 37	18,955 83
" depots	19,373 24	18,032 29
Pumping water	3,000 00	3,250 00
Losses by accidents, etc.	4,713 42	370 95
Fuel and preparation ..	20,867 57	21,806 59
General expenses	2,422 06	2,478 76
Cleaning engines & cars ..	5,247 51	5,426 69
Contingent expenses ..	749 72	605 22
Total	\$636,658 35	\$532,702 34
Deficit	\$101,223 55	\$26,816 62

The aggregate earnings of the Main Stem, Washington Branch and Parkersburg Branch, for the years ending September 30, 1866 and 1867, were as follows:

	1866.	1867.
Main Stem	\$7,702,229 07	\$7,442,684 10
Washington Br.	460,760 96	391,839 25
Parkersburg Br.	535,434 80	505,885 72

Totals

The expenses of operating and repairs were as follows:

	1866.	1867.
Main Stem	\$4,480,190 21	\$4,376,265 86
Washington Branch ..	119,016 08	82,387 13
Parkersburg Branch ..	636,658 35	532,702 34

Totals

And the revenue, after deducting the cost of operating and repairs, as follows:

	1866.	1867.
Main Stem	\$3,222,038 86	\$3,066,418 24
Washington Branch ..	341,744 88	309,452 12
Parkersburg Branch ..	*101,223 55	*26,816 62

Totals

* Deficit—an improvement of \$74,406 93.

Showing an aggregate net decrease, compared with the preceding year of \$113,506 45.

The following table gives the receipts of the last seven years, those for 1861, 1862, 1863, 1864, 1865 and 1866, being inserted as a measure for comparison:

Main Stem—

	Passengers.	Tonnage.	Total.
1861...	\$389,159 05	\$2,424,266 65	\$3,211,425 70
1862...	1,769,497 13	2,712,361 85	4,481,858 98
1863...	2,332,806 87	4,177,138 69	6,509,945 06
1864...	3,250,307 42	5,327,384 83	8,577,692 25
1865...	3,997,642 28	6,099,063 91	10,096,706 19
1866...	1,634,787 36	6,067,441 71	7,702,229 07
1867...	1,670,874 79	5,771,809 31	7,442,684 10

Washington Branch—			
1861...	\$327,897 03	\$110,260 66	\$438,157 69
1862...	444,262 30	334,154 37	778,416 67
1863...	500,117 08	203,006 51	703,123 59
1864...	688,643 92	175,836 87	864,480 79
1865...	747,582 06	168,704 61	916,286 67
1866...	378,098 26	87,662 70	465,760 96
1867...	317,735 36	74,103 89	391,839 25

Parkersburg Branch—			
1861...	\$134,386 14	\$216,145 59	\$350,531 73
1862...	125,780 09	238,242 10	364,022 19
1863...	147,374 97	298,345 89	445,720 86
1864...	236,314 99	459,888 00	696,202 99
1865...	322,314 81	436,568 05	758,882 86
1866...	174,278 50	361,156 80	535,434 30
1867...	127,423 12	378,462 60	505,885 72

Aggregate—			
1861...	\$1,349,424 22	\$2,650,672 90	\$4,000,097 12
1862...	2,339,539 52	3,284,758 32	5,624,297 84
1863...	1,980,798 42	4,678,491 09	6,659,289 51
1864...	4,176,766 33	5,963,109 70	10,139,876 03
1865...	5,067,539 15	6,704,336 57	11,771,875 72
1866...	2,182,164 12	5,516,260 71	7,698,424 83
1867...	2,116,033 27	6,224,375 80	8,340,409 07

The road operated by this company comprises three distinct parts: the Main Stem, the Washington Branch and the Parkersburg Branch. The length of these several lines is as follows:

Baltimore and Ohio Railroad	379.6 miles.
Washington Branch	30.0 "
Parkersburg Branch	103.5 "

Total

The stock of engines on hand at the close of the fiscal year 1867, numbered 297; of which 243 were first class, 38 second class, and 16 third class.

The number of cars owned by the company is as follows: 141 passenger, 129 smokers, baggage, mail, express, etc., 1 pay, 1 post office, 6 officers, and 4,167 tonnage, stock and coal cars.

The mileage of engines in 1866 and 1867 on the lines severally, was as follows:

	1866.	1867.
Main Stem	4,612,428	5,164,298
Washington Branch	625,776	409,299
Parkersburg Branch	425,832	555,658

Totals

No returns are given of the number of passengers carried. The through tonnage, which amounted in 1866 to 155,650, was in 1867, 220,967—showing an increase of 75,317 tons.

The aggregate quantity of coal transported on the Main Stem in 1866, was 719,711 tons, and in 1867, 695,938—showing a decrease of 23,773 tons.

The tonnage of live stock in 1866, was 35,533 and in 1867, 44,280; increase, 8,747.

The quantity of lumber brought to Baltimore in 1866, was 15,499 tons, and in 1867, 26,488 tons; increase 10,989 tons.

The quantity of flour brought to Baltimore in 1866, was 640,718 barrels, and in 1867, 421,638—a decrease of 219,080 barrels.

On the 21st of November, 1866, the Baltimore and Ohio Railroad Company entered into an agreement with the Central Ohio Company, as reorganized, under which, on the 1st of December following, the Baltimore and Ohio Company took

possession of that road, and has since maintained and operated it.

The Central Ohio Road extends from Bellaire to the Capital of Ohio—Columbus—137 miles, passing through the fertile and densely-populated counties of Belmont, Guernsey, Muskingum, Licking and Franklin.

From the want of sufficient means—the road having proved far more costly than anticipated by its projectors—its condition was such as to require large expenditures to properly improve its tracks and works. The Baltimore and Ohio Company determined to so strengthen and improve that road, and add to its facilities, as to enable it to transact promptly and safely an increased business.

In the pursuit of this policy the expenditures exceeded the net income from that road \$370,634 97, which has been charged to the account of profit and loss.

Whilst for a number of years, until the Central Ohio Road is improved to a first-class standard, material expenditures beyond the net earnings will occur; yet, ultimately, it is expected that the commanding position and relations of this road will not only, as heretofore, add largely to the trade of Baltimore, but yield satisfactory results in connection with the traffic of the line.

On the 21st of January, 1867, the Baltimore and Ohio Company entered into an agreement with the North German Lloyd, (limited), of Bremen, for the establishment of a permanent line of first-class steamers between Baltimore and Bremen.

The agreement required the immediate construction of two splendid first-class iron steamships, and embraced provisions for the future enlargement of the line, as the advantages and business of the route developed. It was the conviction of the Board that the subscription made of one-half the capital required for this line was fully justified, especially in view of the increase and impetus that would result to the commerce and growth of the Port of Baltimore, and the consequent reactive effects upon the business of the road.

Rome, Watertown and Ogdensburg R. R.

The following is the verdict of the Coroner's Jury in the case of the person killed by the accident which recently occurred on the Rome, Watertown and Ogdensburg Railroad:

That the deceased, J. Henry Taylor, of New York, came to his death on the morning of January 24th, 1870, by being crushed by the falling of the smoking car, at the accident on the R. W. & O. Railroad, near the station of the village of Philadelphia, and that they see no reason to censure the Company or its employees, it not appearing in the evidence, that they omitted the proper precautions to prevent accidents of this character.

On the 12th inst. the royalties on Bessemer steel, fell from £1 to 2s. 6d. per ton on rails, and from £2 to 2s. 6d. per ton on all other descriptions of Bessemer steel manufacture. It is expected that Bessemer steel rails will therefore be sensibly cheaper in future.

The South Eastern Counties (Ca.) Railway has been definitely located from West Farnham to Nelsonville.

The Frederick and Pennsylvania Line Railroad will be graded to the Monocacy by the 1st of April

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824	J. & J.	Jul. '69 8	Hartford and New Haven...100	2,800,000	J. & J.	Jan. '70 3	Portl., Saco & Portsmouth...100	\$1,500,000	J. & D.	Dec. '69 8
American Central...100	800,000	J. & J.	July '69 4	Hannibal and St. Joseph...100	2,000,000	J. & J.	Jan. '70 5	Providence & Worcester...100	1,800,000	J. & J.	Jan. '70 5
Atlanta and West Point...100	1,232,200	J. & J.	July '69 4	Do. do. pref. 100	6,233,830	J. & J.	Jan. '70 5	Raleigh and Gaston...100	1,800,000	J. & J.	Jan. '70 5
Atlantic & N. Carolina...100	2,545,225	J. & J.	July '69 4	Hanover Branch, Pa. 50	116,850	M. & N.	Nov. '69 5	Rensselaer and Saratoga...100	3,000,000	A. & O.	Oct. '69 34
Atlantic & Gt. Western...100	23,879,922	J. & J.	July '69 4	Honolulua...100	820,000	J. & J.	Jan. '70 4	Richmond and Danville...100	2,000,000	J. & J.	Jan. '70 5
Atlantic & St. Lawrence...100	1,919,000	J. & J.	Jan. '70 2	Huntingdon & B'd Top...50	494,380	J. & J.	Jan. '70 4	Richmond and Petersburg...100	847,100	J. & J.	Jan. '70 5
Augusta and Savannah...100	733,700	J. & J.	Jan. '70 2	Indianapolis, Ind. & Lafayette...50	190,750	J. & J.	Jan. '70 4	Rich, Fred. and Potomac...100	1,041,800	J. & J.	Jan. '70 5
Baltimore and Ohio...100	16,187,962	A. & O.	Oct. '69 4	Indianapolis, Ind. & Lafayette...50	22,415,780	F. & A.	Feb. '70 5	Rockport...100	88,400	J. & J.	Nov. '69 2
Do. Washington Br. 100	2,680,000	A. & O.	Oct. '69 4	Jeffersonville, Ind. & Ind. 100	6,185,897	M. & S.	Feb. '70 5	Rome, Watert. and Og'n'b. 100	2,400,000	J. & J.	Jan. '70 5
Baltimore City Passenger 100	670,000	F. & A.	Feb. '70 5	Joliet and Chicago...100	2,000,000	J. & J.	Jan. '70 5	Rutland preferred...100	1,000,000	F. & A.	Feb. '69 34
Bay de Noquet & Marq. 100	1,380,000	F. & A.	Apr. '68 3	Joliet and Chicago...100	1,400,000	J. & J.	Jan. '70 5	St. L., Alt. and T. Haute...100	2,300,000	J. & J.	Jan. '70 5
Belvidere Delaware...100	994,250	J. & J.	Jan. '70 5	Joliet and Chicago...100	1,400,000	J. & J.	Jan. '70 5	St. L., Jack'nv. and Chic'o. 100	2,400,000	Annual	June '69 7
Berkshire...100	600,000	J. & J.	Jan. '70 5	Lake Shore & Mich. So. 100	35,000,000	F. & A.	Feb. '70 4	St. L., Jack'nv. and Chic'o. 100	1,469,429	J. & J.	Jan. '70 5
Blossburg & Corning...50	250,000	J. & J.	Jan. '70 5	Lackawanna & Bloomsb. 50	1,825,500	F. & A.	Feb. '70 4	Sandusky and Cincinnati...100	2,089,000	M. & N.	Nov. '69 3
Boston and Albany...100	18,725,100	J. & J.	Oct. '69 4	Leeds and Farmington...100	1,825,500	J. & J.	Jan. '70 2	Sand, Mansf. and Newark...100	601,241	J. & J.	Jan. '70 5
Boston and Chelsea...100	110,000	A. & O.	Oct. '69 4	Leeds and Farmington...100	1,825,500	J. & J.	Jan. '70 2	Savannah and Charleston...100	1,000,000	J. & J.	Jan. '70 5
Boston, Concord & Mont. 100	459,000	M. & N.	Nov. '69 3	Lehigh and Mahanoy...50	2,158,565	J. & J.	Jan. '70 2	Schuykill and Susqueh. 50	1,289,150	J. & J.	Jan. '70 5
Do. do. pref. 100	1,340,400	M. & N.	Nov. '69 3	Lehigh and Susquehanna...50	8,739,800	M. & N.	May '67 5	Second and Third St. (Ph.) 50	203,767	J. & J.	Jan. '70 5
Boston and Lowell...100	1,891,500	J. & J.	Jan. '70 4	Lehigh Valley...100	16,731,400	J. & J.	Jan. '70 2	Schuykill Valley...50	578,050	J. & J.	Jul. '69 24
Boston and Maine...100	4,076,974	J. & J.	Jan. '70 5	Lehigh Luzerne...100	344,650	J. & J.	Jan. '69 4	Seaboard and Roanoke...100	868,200	A. & O.	Oct. '66
Boston and Providence...100	3,360,000	J. & J.	Jan. '70 5	Little Miami...100	8,572,400	J. & J.	Dec. '69 3	Second Avenue (N. Y.)...100	670,000	F. & A.	Feb. '69 3
Brookway (South Boston) 100	400,000	J. & J.	Jan. '70 5	L. M. & O. and K. (Joint)...100	1,804,397	J. & J.	Jun. '69 5	Shamokin V. and Pottav. 50	869,450	J. & J.	Jan. '70 5
Broadway & 7th Av. (N. Y.) 100	2,100,000	J. & J.	Dec. '69 3	Little Schuylkill...100	2,446,100	J. & J.	Jan. '70 34	Shore Line...100	636,200	J. & J.	Nov. '67 5
Brooklyn City...100	1,000,000	F. & A.	Nov. '69 3	Lomb. and South St. (Ph.) 25	80,000	F. & A.	Aug. '68 2	Sixth Avenue (N. Y.)...100	750,000	M. & N.	May '69 3
Brooklyn City & New'n. 100	394,500	F. & A.	Nov. '69 3	Long Island...100	8,000,000	F. & A.	Aug. '68 2	Somerville...100	75,000	M. & N.	May '69 3
Buffalo, Bradford & Pitts. 100	1,100,000	M. & N.	May '69 34	Louisv., Cin. and Lex. 50	1,621,736	J. & J.	Jul. '69 8	South Carolina...100	6,819,276	J. & J.	Jul. '68 3
Buff, New York & Erie...100	980,000	M. & N.	May '69 34	Louisville and Nashville...100	848,315	J. & J.	Jul. '69 4	South Shore...100	259,686	J. & J.	Jul. '68 3
Buffalo and Erie...100	8,000,000	F. & A.	Aug. '69 4	Louisville and Nashville...100	8,780,501	F. & A.	Aug. '69 4	South Western, Georgia...100	8,939,900	F. & A.	Aug. '68 4
Cambridge Horse (Boston) 100	7,730,000	A. & O.	Oct. '69 4	Louisv., N. Alb. & Chicago...100	2,800,000	F. & A.	Feb. '70 3	Staten Island...100	660,000	J. & J.	Jul. '67 4
Camden and Amboy...100	5,000,000	F. & A.	Feb. '70 5	Lowell and Lawrence...100	200,000	A. & O.	Oct. '69 3	Stony Brook...100	287,800	M. & N.	Nov. '69 3
Camden and Atlantic, pref. 50	600,000	J. & J.	Jul. '69 3	Lowell Horse...100	55,830	J. & J.	Jan. '70 5	Stenberville and Indiana...100	1,983,141	J. & J.	Jan. '70 5
Camden & Burlington Co. 100	831,000	J. & J.	Jan. '70 34	Macon and Western...100	2,000,000	J. & J.	Jan. '70 5	Stockbridge & Pittsfield...100	448,700	F. & A.	Feb. '70 8
Cape Cod...100	721,926	J. & J.	Dec. '69 3	Mahanoy & B'd Mount n° 50	1,478,915	M. & N.	Nov. '69 3	Summit Branch...50	250,000	J. & J.	Feb. '70 8
Cape May and Millville 50	447,000	J. & J.	Dec. '69 3	Maine Central...100	1,011,500	M. & N.	Nov. '69 3	Syr., Bingham. and N. Y. 100	1,814,130	J. & J.	Dec. '69 4
Catawissa...100	1,100,000	M. & N.	Nov. '69 34	Manchester & Lawrence...100	1,000,000	M. & N.	Nov. '69 3	Taunton Branch...100	250,000	J. & J.	Dec. '69 4
Catawissa, pref. 100	2,200,000	M. & N.	Nov. '69 34	Marietta & Cincinnati...100	3,029,778	M. & S.	Sep. '68 3	Tennessee and Alabama...100	598,922	J. & J.	Jan. '70 6
Cayuga & Susquehanna...100	559,110	J. & J.	Jan. '70 4	Do. do. 1st pref. 50	5,130,719	M. & S.	Sep. '68 3	Terre Haute and Indiana...100	1,983,150	J. & J.	Jan. '70 6
Cedar Rapids & Mo. pref. 100	785,000	M. & N.	May '69 34	Do. do. 2d pref. 50	4,460,368	M. & S.	Sep. '68 3	Third Avenue (N. Y.)...100	1,750,000	J. & J.	Jan. '70 24
Central of Georgia...100	4,666,300	J. & J.	Jan. '69 24	Memphis and Charleston...100	6,312,726	M. & S.	Mar. '68 3	Thirteenth and Fif. (Ph.) 50	2,700,000	J. & J.	Jan. '70 24
Central of New Jersey...100	16,000,000	J. & J.	Jan. '69 24	Memphis and Ohio...100	570,000	J. & J.	Jan. '70 5	Tol., Peoria and Warsaw...100	1,700,000	January,	1870, 11.4
Central Ohio...100	2,600,000	J. & J.	Dec. '69 3	Metropolitan (Boston)...100	1,250,000	J. & J.	Jan. '70 5	Do. do. (E. D.) pref. 100	1,000,000	January,	1870, 11.4
Do. do. pref. 100	400,000	J. & J.	Dec. '69 3	Michigan Central...100	11,197,348	J. & J.	Jan. '70 5	Do. do. (W. D.) pref. 100	1,500,000	January,	1870, 11.4
Gen. Park, N. & R. River...100	970,000	J. & J.	Oct. '69 24	Middlesex (Boston)...100	400,000	A. & O.	Oct. '69 3	Tol., Wabash and West...100	5,700,000	M. & N.	May '69 34
Ghemung...100	380,000	J. & J.	Jan. '70 3	Mill Creek and Minehill...50	823,376	J. & J.	Jul. '69 3	Troy and Boston...100	1,000,000	J. & J.	Jun. '67 34
Cheshire, preferred...100	2,017,825	M. & S.	Mar. '70 5	Millville and Glassboro...100	409,020	F. & A.	Aug. '67 6	Troy and Greenbush...100	607,111	J. & D.	Jun. '67 34
Chicago and Alton...100	5,141,800	M. & S.	Mar. '70 5	Milw. & Prairie du Chien...100	400,000	J. & J.	Aug. '67 6	Union Transfer'n (Bos.)...100	274,400	J. & J.	Jun. '67 34
Chicago and Alton...100	2,428,400	M. & S.	Mar. '70 5	Milw. & St. Paul...100	7,683,104	Feb. 1870	\$3 & 7a	Union (Phila.)...50	291,478	J. & J.	Jun. '70 4
Chicago, Burl. & Quincy...50	13,825,025	M. & S.	Sept. '69 5	Do. do. pref. 100	9,144,615	Feb. 1870	\$7 & 3a	Utica and Back River...100	534,400	J. & J.	Jul. '70 4
Chicago, Iowa & Nebraska...100	2,000,000	J. & J.	Jan. '70 8	M. Hill & Schuylkill Haven 50	2,776,000	J. & J.	Jan. '70 4	Vermont and Canada...100	2,500,000	J. & D.	Dec. '69 4
Chicago and Milwaukee...100	2,227,000	J. & J.	Jan. '70 8	Mobile and Ohio...100	3,762,400	J. & J.	Jan. '70 4	Vermont Central...100	5,000,000	J. & J.	Jan. '70 0
Chicago & N. Western...100	14,590,162	J. & D.	Dec. '69 4	Montgomery & W. Point...100	1,644,101	J. & D.	Dec. '67 4	Vermont and Massachusetts...100	2,500,000	J. & J.	Jan. '70 0
Chicago, R. I. & Pacific...100	13,159,097	A. & O.	Dec. '69 5	Morris and Essex...100	3,616,360	J. & J.	Jul. '69 34	Vicksburg and Meridian...100	387,405	J. & J.	Jan. '70 0
Cin. Ham. & Dayton...100	3,500,000	A. & O.	Oct. '69 5	Mt. Carbon & Pt. Carbon* 50	282,330	J. & J.	Jan. '70 5	Virginia Central...100	2,853,578	J. & J.	Jan. '70 0
Cincinnati City Passenger...100	1,000,000	J. & J.	Jan. '69 34	Nashua and Lowell...100	720,000	M. & N.	Nov. '69 5	Virginia and Tennessee...100	2,506,300	J. & J.	Jan. '70 0
Cin. Street...100	393,073	M. & N.	Nov. '69 3	Nashville & Chattanooga...100	2,066,544	F. & A.	Feb. '70 5	Western Union...100	2,707,693	F. & A.	Aug. '69 5
Cin. Sand. & Cleve. pref. 50	192,750	J. & J.	Jan. '70 7	Naugatuck...100	1,436,000	J. & J.	Jan. '70 4	West Jersey...100	504,150	J. & J.	Jan. '70 5
Citizens' Passenger (Phil.) 100	10,460,000	F. & A.	Feb. '70 34	New Bedford & Taunton...100	500,000	J. & J.	Jan. '70 4	West Philadelphia...100	249,100	J. & J.	Jan. '70 5
Clev. Col. & Ind. 100	2,056,400	M. & N.	Nov. '69 34	New Haven & N. London...100	738,538	J. & J.	Jan. '70 4	Wilm. and Weldon...100	1,468,778	J. & J.	Jan. '70 5
Cleveland & Mahoning...50	8,953,775	J. & J.	Jan. '70 24	N. Haven & Northampton...100	1,244,000	F. & A.	Jan. '70 3	Winchester and Potomac...100	1,547,650	J. & J.	Jan. '70 3
Cleveland and Pittsburg...50	6,000,000	F. & A.	Aug. '69 4	New Jersey...100	8,250,000	M. & S.	Sep. '68 4	Warren...100	1,622,500	J. & J.	Jan. '70 5
Cleveland and Toledo...50	11,430,000	J. & J.	Jan. '70 24	New London Northern...100	896,000	M. & S.	Sep. '68 4	Worcester and Nashua...75	1,622,500	J. & J.	Jan. '70 5
Cole, Chi. & Indiana Con. 100	1,186,200	J. & J.	Jul. '69 34	N. Y. Central & Hudson R. 100	45,000,000	Oct. '69 4					
Columbus and Xenia...50	1,600,000	M. & N.	Nov. '69 3	Certificates...100	21,491,450	Aug. '69 4					
Concord...100	350,000	J. & D.	Dec. '69 34	Do. old int. cer. 100	22,829,000	Aug. '69 4					
Concord & Ports., guar. 100	400,000	J. & D.	Dec. '69 34	New York and Harlem...50	5,500,000	J. & J.	Jan. '70 4				
Coney Island & Brooklyn 100	139,000	F. & A.	Feb. '70 3	Do. pref. 50	1,600,000	J. & J.	Jan. '70 4				
Conn. & Passum. Rivers...100	1,824,100	J. & J.	Jan. '70 3	New York & New Haven...100	9,000,000	J. & J.	Jan. '70 5				
Do. do. pref. 100	1,700,000	J. & J.	Jan. '70 3	N. Y., Provid. & Boston...100	2,000,000	J. & J.	Jan. '70 34				
Connecticut River...100	1,316,900	A. & O.	Apr. '69 4	Nig. Bridge & Cananda...100	1,000,000	J. & J.	Jul. '69 3				
Danbury and New'n. 100	400,000	A. & O.	Apr. '69 4	Ninth Avenue...100	797,400	J. & J.	Jul. '69 3				
Danbury and Michigan...100	2,360,646	A. & O.	Apr. '69 4	North Carolina...100	4,000,000	J. & J.	Jul. '69 3				
Delaware...100	594,280	J. & J.	Jan. '69 3	Northern Central...50	4,798,900	F. & A.	Nov. '69 2				
Del., Lackaw. & Western...50	13,586,020	J. & J.	Jan. '70 5	Northern Eastern (S. O.) pref. 100	155,000	J. & D.	May '67 4				
Des Moines Valley...100	1,820,200	J. & J.	Jan. '70 5	Northern of N. Hampsh. 100	3,068,400	J. & D.	Dec. '69 4				
Detroit & Milwaukee...100	1,047,350	J. & J.	Jan. '70 5	North Pennsylvania...50	3,150,150	J. & J.	Jan. '70 5				
Do. do. pref. 100	1,500,000	J. & J.	Jan. '70 5	Norwich and Worcester...100	2,368,600	J. & J.	Jan. '70 5				
D. Dock, E. B'd. & Bat. 100	1,300,000	F. & A.	Feb. '70 3	Ogdensb. & L. Champ'n. 100	3,040,900	J. & J.	Jan. '70 3				
Dubuque and Sioux City...100	1,678,641	J. & J.	Jan. '70 3	Do. pref. 100	1,994,900	A. & O.	Oct. '69 4				
Do. do. pref. 100	1,987,351	J. & J.	Jan. '70 3	Ohio and Mississippi...100	20,000,000	J. & D.	Dec. '69 34				
East Mahanoy...100	392,550	J. & J.	Jan. '69 3	Oil Creek & Allegheny R. 50	4,269,000	J. & J.	Jan. '70 24				
Eastern (Mass.)...100	8,883,300	J. & J.	Jan. '70 4	Old Colony & Newport...100	4,848,320	J. & J.	Jan. '70 3				
Eastern (N. H.)...100	492,000	J. & J.	Jan. '70 4	Orange and Newark...100	281,550	F. & A.	Aug. '69 4				
East Pennsylvania...10											

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1887.....	38,169	51,531	60,029	81,166	95,828	121,702	174,812	181,297	200,560	212,109	128,166	75,871	1,421,526
1888.....	64,463	86,937	81,396	96,451	106,835	164,729	259,500	251,832	262,770	292,422	256,562	242,743	2,300,767
1889.....	212,004	218,932	301,308	436,048	568,270	556,080	582,657	511,854	600,788	579,942	535,816	410,000	5,611,589
Chicago and Alton:													
1883.....	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	158,869	183,294	1,678,708
1884.....	100,991	154,418	195,903	162,723	178,786	206,090	224,267	312,165	354,554	320,879	307,808	262,015	2,770,484
1885.....	280,503	275,283	299,063	258,480	322,278	356,270	335,985	409,251	401,280	357,956	307,919	286,824	3,840,092
1886.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	300,223	325,080	271,247	3,095,153
1887.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	380,169	3,892,861
1888.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	458,101	486,106	503,746	409,569	361,701	4,508,643
1889.....	339,762	304,828	393,648	331,149	345,556	391,685	353,736	501,607	501,259	468,109	405,691	348,995	4,679,085
Chicago, Rock Island and Pacific:													
1883.....	140,024	130,225	122,512	126,708	144,995	170,937	139,142	180,306	210,729	216,030	196,435	201,184	1,959,267
1884.....	158,735	175,482	243,160	185,013	198,679	243,178	224,990	307,874	375,800	324,855	336,617	321,037	3,095,470
1885.....	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,813,514
1886.....	241,965	188,385	267,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	246,028	200,269	3,466,923
1887.....	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	506,408	599,549	442,275	377,053	4,358,614
1888.....	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1889.....	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	570,000	551,000	475,600	387,700	5,551,597
Chicago and Northwestern:													
1883.....	273,876	317,839	390,355	421,363	466,830	566,145	480,710	519,306	609,605	729,759	716,978	563,400	6,114,566
1884.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1885.....	523,566	399,917	523,745	537,519	558,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,209,430
1886.....	696,147	574,684	765,398	774,279	895,712	593,658	838,214	1,063,236	1,448,942	1,641,057	1,211,530	879,900	11,632,737
1887.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1889.....	892,092	830,286	1,142,106	1,112,190	1,268,444	1,258,284	1,107,156	1,032,814	1,321,139	1,414,281	1,144,029	887,830	13,455,665
Cleveland, Col., Cin. and Indianapolis:													
1885.....	242,205	236,160	242,509	236,435	193,959	203,695	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1887.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,955
 Erie:													
1886.....	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1887.....	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1888.....	1,031,320	901,752	1,136,094	1,263,742	1,163,612	1,089,905	1,093,043	.....	.....	.....	.....	.....	.....
 Illinois Central:													
1882.....	190,130	236,637	181,084	191,048	206,246	209,282	261,079	352,786	414,543	410,536	372,593	359,463	3,445,827
1883.....	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,025
1884.....	327,900	416,588	499,762	423,797	406,373	510,100	423,578	640,179	799,236	661,891	657,141	603,402	6,329,447
1885.....	571,536	528,972	616,665	616,605	600,673	617,682	578,403	747,469	739,736	641,689	643,887	518,089	7,181,209
1886.....	603,653	506,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1887.....	647,120	524,871	417,071	404,271	477,027	516,493	525,242	708,327	738,580	823,901	727,810	613,329	7,190,992
1888.....	587,443	536,105	444,443	618,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,767,329
1889.....	681,656	568,783	711,559	595,355	655,047	740,949	661,704	790,322	915,021	894,984	825,056	.....	.....
 Marietta and Cincinnati:													
1886.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1887.....	94,136	78,976	92,910	92,768	96,535	106,594	114,716	121,217	142,823	132,387	123,383	127,713	1,278,713
1888.....	92,433	81,599	98,482	95,416	96,924	108,418	126,556	121,519	125,065	119,169	121,408	124,095	1,294,095
1889.....	98,517	91,686	103,558	109,526	111,033	118,436	114,496	129,388	140,473	132,860	131,019	103,629	1,390,822
 Michigan Southern & Northern Indiana:													
1883.....	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,108	375,567	332,360	348,048	3,302,543
1884.....	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,126,152
1885.....	363,996	366,361	413,974	365,180	387,095	367,095	301,613	418,575	486,808	524,700	495,072	351,799	4,829,447
1886.....	312,846	277,224	412,715	413,970	418,024	384,684	388,565	384,401	429,177	406,655	429,546	362,218	4,650,326
1887.....	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,038
1888.....	392,021	338,335	378,735	452,429	399,300	365,117	308,502	437,000	521,326	543,866	436,399	437,603	4,951,118
1889.....	355,901	357,409	455,481	473,644	445,792	408,139	727,045*	1,239,725*	1,239,725*	1,279,602*	1,279,602*	1,048,272*	.....
 Michigan Central:													
1882.....	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,024	296,956	322,369	307,474	258,634	2,660,702
1883.....	242,073	245,858	236,432	238,496	236,463	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1884.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1885.....	306,324	279,137	344,228	337,241	401,466	365,663	329,106	413,501	476,661	490,694	447,700	328,870	4,520,550
1886.....	282,439	265,796	337,158	343,737	365,196	335,083	324,986	569,646	429,161	493,640	414,604	308,669	4,260,115
1887.....	304,095	283,061	375,210	362,788	333,952	294,977	312,021	398,968	464,778	506,296	412,934	330,373	4,371,073
1888.....	343,316	304,316	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,444,114
1889.....	354,120	320,636	386,527	411,514	403,646	366,623	329,950	353,609	473,546	490,772	448,419	374,542	4,744,164
 Milwaukee and St. Paul:													
1887.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	458,323	5,683,606
1888.....	369,223	321,203	333,608	436,412	555,718	458,191	423,398	522,682	1,024,045	1,037,464	566,917	468,890	6,682,648
1889.....	454,130	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	801,163	596,550	7,448,810
 New York Central:													
1885.....	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,624,434	1,626,889	1,486,356	1,117,558	14,575,126
1886.....	1,086,300	896,837	1,136,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1887.....	901,571	846,853	1,075,773	1,227,286	1,093,731	984,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
 Ohio and Mississippi:													
1884.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,066	346,243	275,950	3,311,077
1885.....	259,223	239,139	313,014	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,563	284,319	3,793,006
1886.....	207,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	261,613	3,333,533
1887.....	212,793	219,065											

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.					* Indicates that no interest is paid.				
	Amounts outstanding.	Rate.	Interest Payable.	WHEN PAYABLE.		Amounts outstanding.	Rate.	Interest Payable.	WHEN PAYABLE.
National Securities Feb. 1, 1870.									
Loan of June 14, 1865.....registered	\$20,000,000	5	Jan. & July.	1874 114	Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	69-78
Loan of June 22, 1860.....registered	7,022,000	5	"	" 1874	—Troy and Greenfield Loan, stg.	3,506,580	5	"	68-70
Loans of Feb. 3, July 1, Aug. 3, '61 registered	282,732,600	6	"	" 1871	—Eastern R. R. Loan.....	1,166,500	5	Jan. & July.	69-71
and March 3, 1865.....coupon		6	"	" 1881 118	—Nor. & Wore. R. R. Loan.....	200,000	6	"	1877
Oregon War Bonds of March 2, 1861.....	945,000	6	"	" 1881 118	—B. H. & Erie R. R. Loan, stg.	290,400	6	"	1890
Loan of Feb. 25, 1862 (5-20s).....registered	514,771,800	6	July.	1881	—State Scrip (var.).....	171,000	5	Various.	1870
Loan of March 3, 1864 (5-20s).....registered	3,882,500	6	May & Nov.	1882 116	—Union Fund Loan of 1861.....	125,000	5	April & Oct.	1873
Loan of June 30, 1864 (5-20s).....registered	125,561,800	6	"	" 1884 114	—Bounty Fund Loan of 1863.....	244,000	5	Various.	1874
Loan of March 3, 1865 (5-20s).....registered	203,327,250	6	"	" 1884 115	—Coast Defense Loan of 1863.....	182,000	6	June & Dec.	70-72
2d series (5-20s).....registered	332,908,950	6	Jan. & July.	1886 118	—War Fund 5-20 Loan.....	50,000	6	"	1877
3d series (5-20s).....registered	379,591,350	6	"	" 1887 118	—Three Years' Loan.....	919,324	6	Jan. & July.	1883
4th series (5-20s).....registered	42,539,350	6	"	" 1888 114	—Michigan—Sault Canal Bonds.....	86,000	6	Mar. & Sept.	1886
Loan of March 3, 1864, (10-40s).....registered	194,567,300	5	Mar. & Sept.	1904 109	—Renewal Loan.....	200,000	6	Jan. & July.	1878
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	96-99 112	—Two Million Loan.....	1,728,000	6	"	73-83
Certificates of Mar. 2, 1867, and July 25, 1868.....	45,530,000	3	"	Dem.	—War Loan.....	896,000	6	"	1886
Navy Pension Fund of July 23, 1868.....	14,000,000	3	"	Due.	—Bounty Loan.....	483,000	7	May & Nov.	1880
Loans of 1842, 1847 and 1848.....	77,850	6	"	Due.	Minnesota—Railroad Loan.....	2,275,000	7	Jan. & July.	1883
Texas Indemnity Bonds of Sept. 9, 1850.....	242,000	6	"	Due.	Mississippi—State Bonds (for banks).....	7,000,000	7	Jan. & July.	41-71
Treasury Notes prior to 1857.....	105,565	var	"	Due.	Missouri—State Bonds proper.....	453,000	6	Jan. & July.	62-90
Treasury Notes of 1867, '61 and '63.....	288,632	7.3	"	Due.	—Consols. (interest).....	2,830,000	6	"	1887
Treasury Notes (7-30s).....	748,850	6	"	Due.	—Railroad Loans.....	13,734,000	6	"	82-90
Certificates of Indebtedness.....	11,000	6	"	Due.	—S. W. Pacific, guar.....	1,589,000	6	"	81-87
Compound Interest Notes of 1863 and 1864.....	2,404,190	var	"	Due.	—Han. and St. Jo. R. R. Loan.....	3,000,000	7	"	81-85
Temporary Loan of June 30, 1864.....	181,960	var	"	Dem.	Nebraska—(No Account).....				
U. S. Notes (greenbacks).....	368,110,258	6	"	"	Nevada—(No Account).....				
Fractional Currency.....	40,068,513	6	"	"	New Hampshire—War Loan of July 1, 1861.....	1,089,800	6	Jan. & July.	69-78
State Securities, latest dates.									
Alabama—State Bonds.....	168,900	5	May & Nov.	1872 64	—of Sept. 1, 1864.....	600,000	6	Mar. & Sept.	84-89
—(extended).....	2,414,800	5	Jan. & July.	70-86	—of Oct. 1, 1865.....	1,287,000	6	April & Oct.	69-74
—(sterling).....	770,500	5	"	1886	—of July 1, 1866.....	500,000	6	Jan. & July.	1869
—(new).....	732,800	5	"	94-95 95	New Jersey—War Loan of 1861 (free).....	1,699,800	6	Jan. & July.	69-84
Arkansas—State Bonds (Real Estate Bank).....	886,000	6	April & Oct.	1861	—of 1863 (free).....	1,002,900	6	"	86-96
—(State Bank).....	440,000	6	Jan. & July.	1868	—of 1864.....	583,409	6	"	97-02
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877 117	New York—General Fund Stocks.....	700,000	6	J. A. J. & O.	1870
—1860.....	177,500	7	"	1880	—Bonds.....	800,000	6	"	1878
—Soldiers'.....	470,500	7	"	83-86	—Canal Stocks.....	1,188,781	6	"	pleas.
—Bounty Bonds.....	982,000	7	"	83-86	—Coupons.....	900,000	6	"	1875
Connecticut—War Bonds, My. '61, (10 or 20yr).....		6	Jan. & July.	71-81 98	—Canal Stocks.....	348,107	6	"	pleas.
—Oct. '61, (10 or 20yr).....		6	"	72-82	—Bonds.....	2,607,300	6	J. A. J. & O.	1872
—Nov. 1863.....		6	"	1883 99	—Coupons.....	5,728,800	6	"	1873
—My. '64, (10 or 20yr).....	7,613,692	6	April & Oct.	74-78	—Bonds.....	2,250,000	6	"	1874
—May 1, 1865, (free).....		6	"	1885	—Coupons.....	500,000	6	"	1875
—various registered.....	867,500	6	Various.	Var.	—Bonds.....	900,000	6	"	1877
Florida—State Bonds.....	500,000	7	Jan. & July.	Var.	—Bonds.....	2,035,800	6	"	1874
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870 93	—Bonds.....	3,757,000	7	Jan. & July.	1877
—(Act March 12, 1866).....	176,000	7	May & Oct.	1870	North Carolina—State Bonds (old).....	22,186,000	7	"	1877
—(W. & A. R. R.).....	3,164,500	7	Jan. & July.	1886	—(new).....	5,511,000	6	J. & J. O. & O.	69-91
—(Atl. and Gulf R. R.).....	1,519,000	6	"	68-74 32	—(Chatham R. R.).....	3,069,045	6	"	92-98
—(sterling).....	75,000	6	May & Oct.	1874	—(funding).....	3,200,000	6	Jan. & July.	1900
Illinois—New Internal Improvement Stock.....	1,635,954	6	Feb. & Aug.	78-86	Ohio—State Loan (New York).....	2,439,900	6	Jan. & July.	1898
—Interest Bonds.....	996,649	6	Mar. & Sept.	1869	—(").....	2,026,171	6	Jan. & July.	1870
—Liquidation Bonds.....	193,400	6	"	1866	—(").....	1,600,000	6	"	1875
—Refunded Stock.....	985,900	6	"	69-77 100	—(").....	4,095,309	6	"	1881
—Thornton Loan Bonds.....	104,000	6	"	1869	—Union Loan (Columbus).....	2,400,000	6	"	1886
—War Loan Bonds.....	543,200	6	"	1870 100	Oregon—Bounty Bonds.....	400,000	6	May & Nov.	1871
—Ill. and Mich. Canal.....(sterling)	792,222	6	"	1870 100	—Relief Bonds.....	94,015	7	Jan. & July.	1884
—".....registered	535,367	6	"	1870	Pennsylvania—State Stocks.....	82,142	7	"	1874
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866 97	—Coupons.....	2,707,910	6	Various.	Due.
—War Loan Bonds.....	210,000	6	May & Nov.	1888	—Coupons.....	1,542,128	5	Jan. & July.	1870
Iowa—State Bonds of 1868.....	200,000	7	Jan. & July.	1868	—Coupons.....	4,724,000	5	Various.	72-73
—War and Defense Bonds of 1861.....	300,000	7	"	1881	—Inclined Plane Loan.....	112,000	4	Jan. & July.	1882
Kansas—War Bonds, 1861-67.....	760,000	7	Jan. & July.	76-97	—Redemption Loan of 1867.....	400,000	6	April & Oct.	1879
—Territorial Debt Bonds.....	100,000	6	July.	83-84	—Coupons.....	4,907,150	6	Feb. & Aug.	1872
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	71-72 100	—Coupons.....	7,908,600	6	"	1877
—Military Bonds.....	339,000	6	May & Nov.	1879	—Coupons.....	9,273,050	6	"	1882
—(Charity Hospital).....	160,000	6	April & Oct.	69-73	—Coupons.....	916,200	6	"	72-87
—(Levees).....	635,000	6	Various.	80-93 94	—Military Loan.....	2,820,750	6	"	1871
—(").....	884,500	6	Jan. & July.	1896	Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871
—(").....	2,052,000	6	Various.	69-96 72	—of 1862.....	1,157,000	6	Mar. & Sept.	1882
—(").....	1,000,000	6	Mar. & Sept.	1872	—of 1863.....	214,000	6	April & Oct.	1883
—(").....	2,414,000	6	Various.	1886 72	—of 1863.....	776,000	6	Jan. & July.	1893
—(").....	3,000,000	6	May & Nov.	1907	—of 1864.....	881,000	6	Feb. & Aug.	1894
—(").....	484,800	6	Various.	86-88	—State House Loans.....	314,454	6	J. A. J. & O.	1870
—(").....	280,000	6	Mar. & Sept.	69-74	—Blue Ridge R. R.	1,000,000	6	"	75-79
—(").....	171,000	6	Various.	75-78 97	—Funding Bonds.....	1,282,971	6	"	70-90
—(").....	800,000	6	Mar. & Sept.	1871 98	Tennessee—State Bonds.....	1,398,640	5	April & Oct.	Var.
—(").....	625,000	6	June & Dec.	1889 97	—Railroad Loans.....	2,900,000	6	"	"
—(").....	2,832,500	6	Feb. & Aug.	1880 97	—Railroad Endorsements.....	25,908,000	6	Jan. & July.	long.
—(").....	475,000	6	J. A. J. & O.	1865	—Funding Bonds.....	2,172,000	6	"	Var.
—(").....	802,000	6	"	89-90	Texas—No legal debt.....	4,677,950	6	"	"
—(").....	1,214,680	6	"	89-90	Vermont—State Bonds.....	1,026,000	6	June & Dec.	71-78
—(").....	24,000	6	"	1890 96	—Certificates.....	201,000	6	"	71-78
—(").....	1,438,438	6	"	70-85 94	Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.
—(").....	46,238	6	"	89-90	—Bonds.....	10,963,000	6	"	"
—(").....	2,040,100	6	"	1890	—stg.	2,331,500	6	"	"
—(").....	100,000	6	"	1883 100	—Funding Stock.....	2,880,801	6	"	1870
—(").....		6	"	1873	—Bonds.....	3,446,000	6	"	80-90
					—Guaranteed Bonds.....	1,755,380	6	"	Var.
					West Virginia—No Debt.....				
					Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	77-88

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887	....
2d Mortgage for \$2,000,000.....	802,000	7	April & Oct.	"	1885	80	Cedar Rapids and Missouri River:						
Allegheny Valley:							1st Mortgage.....	3,588	7	Jan. & July.	New York.	1916	85
1st Mortgage.....	4,000,000	7.5	April & Oct.	Pittsburg.	1896	....	Central Branch Union Pacific:						
2d Mortgage (floating funded).....	.....	7	"	"	18—	....	1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'96-'98	....
Androscongin:							2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	'96-'98	....
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	Central of Georgia:						
Atlantic and Great Western:							1st Mortgage.....	784,000	7	March & Sept.	Savannah.	1875	98
1st Mortgage (New York).....	.....	7*	April & Oct.	London.	1879	....	Central of New Jersey:						
1st Mortgage (Pennsylvania).....	.....	7*	"	"	1877	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	100
1st Mortgage (Ohio).....	6,000,000	7	"	New York.	1876	....	2d Mortgage.....	900,000	7	May & Nov.	"	1875	94
1st Mortgage (Franklin Branch)	.....	7*	June & Dec.	London.	1882	....	New Loan for \$5,000,000.....	1,500,000	7	Feb. & Aug.	"	1890	98 1/2
1st Mortgage (Buffalo Extension)	.....	7*	April & Oct.	"	1884	....	Central Ohio:						
1st Mortgage (Silver Creek Br.)	.....	7*	March & Sept.	"	1884	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	80 1/2
2d Mortgage (New York).....	.....	7*	April & Oct.	New York.	1881	....	Central Pacific of California:						
2d Mortgage (Pennsylvania).....	3,000,000	7*	"	London.	1882	....	1st Mortgage (on 725 m.) free.....	26,010,000	6*	Jan. & July.	New York.	1895	100 1/2
2d Mortgage (Ohio).....	.....	7*	Jan. & July.	"	1883	....	2d Mortgage (paid by Cal.).....	1,600,000	7*	"	"	1885	111 1/2
1st Consolidated Mortgage.....	20,000,000	7*	April & Oct.	"	1895	....	Convertible bonds.....	1,500,000	7*	"	"	1883	104 1/2
2d Consolidated Mortgage.....	7,000,000	5*	"	"	18—	....	National Loan.....	20,010,000	6	"	"	1895	....
Income Mortgage.....	8,701,806	7*	"	"	18—	....	Charleston and Savannah:						
Atlantic and Gulf:							1st Mortgage (guar by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	40
1st Mortgage Consolidated.....	2,000,000	—	&	New York.	1898	....	Charlotte and South Carolina:						
Atlantic and St. Lawrence:							1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	62
Portland City Loan (skg fund) ..	1,500,000	6	Various.	B. & N. Y.	'68-'70	....	Cheraw and Darlington:						
2d Mortgage.....	1,614,500	6	April & Oct.	Portland.	1866	....	1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	....
2d Mortgage, sterling.....	885,500	6*	"	London.	1866	....	Chesapeake and Ohio (Va. Cent.):						
Sterling Loan.....	484,000	6*	May & Nov.	"	1878	....	1st Mortgage for \$10,000,000.....	.....	8	Jan. & July.	New York.	1898	....
Baltimore and Ohio:							Cheshire:						
Loan of 1834.....	753,931	6	J. A. J. & O.	Baltimore.	1867	....	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	90 1/2
Loan of 1855.....	863,250	6	Jan. & July.	"	1875	92	Chester Valley:						
Loan of 1850.....	579,500	6	"	"	1880	92	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51 1/2
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	93	Chicago and Alton:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
Northwestern Va. R. R. 2d Mort.	481,500	6	"	"	1873	....	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	100
Northwestern Va. R. R. 3d Mort.	155,000	6	"	"	1885	....	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	1883	98 1/2
Bay de Noquet and Marquette:							Chicago, Burlington and Quincy:						
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	111
Belleville:							Trust Mortgage, convertible.....	150,000	8	"	"	1883	....
1st Mortgage (B. and Ind. R.R.)..	791,000	7	Jan. & July.	New York.	'70-'90	....	2d Mortgage.....	941,000	4 1/2	July.	Frankfort.	1890	....
2d Mortgage.....	16,000	7	"	"	1870	....	Company bonds.....	660,000	7	March & Sept.	New York.	1890	....
Belleville and Snow Shoe:							Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	1st Mortgage for \$1,000,000.....	400,000	7*	Jan. & July.	New York.	1887	....
Belvidere Delaware:							Chicago and Great Eastern:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85	Construction.....	400,000	7	April & Oct.	New York.	1895	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	83	Income.....	300,000	7	"	"	1895	....
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	81	Chicago, Danville and Vincennes:						
Blue Ridge, S. Car.:							1st Mortgage S. F.....	2,500,000	7*	April & Oct.	New York.	1900	96
1st Mortgage of \$2,500,000.....	.....	7	Jan. & July.	Charleston.	1898	....	Chicago, Iowa and Nebraska:						
Boston and Albany:							1st Mortgage.....	1,110,000	7	"	New York.	1881	....
Sterling Loan.....	2,051,520	5*	April & Oct.	London.	'69-'71	....	Chicago and Milwaukee, (45 m's):						
Dollar Loan.....	798,000	6	"	Boston.	1875	....	1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90 1/2
Boston, Clinton and Fitchburg:							Chicago and Northwestern:						
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	98
Boston, Concord and Montreal:							Funded Coupons.....	755,000	7	May & Nov.	"	1883	86
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94 1/2	General 1st Mortgage.....	3,594,500	7	Feb. & Aug.	"	1885	94 1/2
2d Mort. conv. (1st M. on 22 1/2 m.)	100,000	6	Jan. & July.	Boston.	1870	90 1/2	1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	84
2d Mort. conv. (1st M. on 22 1/2 m.)	250,000	7	"	New York.	1870	....	1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	88	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	....
Boston, Hartford and Erie:							Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	"	1884	....
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	53	Elgin and State L. purchase b'ds	189,000	6	"	"	1878	....
1st Mortgage (new) for \$20,000,000	.....	7	Jan. & July.	"	1899	44 1/2	Consolidated sinking fund bonds	3,298,000	6	F. M. A. & N.	"	'01-'05	90 1/2
Boston and Lowell:							Equipment Bonds.....	1,375,000	10	May & Nov.	"	'68-'71	....
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	....	1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	"	1882	96
Scrip certificates.....	366,000	3	April & Oct.	"	1873	96 1/2	2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	"	1875	95
Wharf purchase bonds.....	200,000	6	"	"	1879	96 1/2	1st Mortgage (Peninsula R.R.)..	1,010,000	7	March & Sept.	"	1898	91
Buffalo, Bradford and Pittsburg:							1st Mort. (Chi. & Mil. R. W. 85 m.)	1,098,000	7	Jan. & July.	"	1898	....
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (Beloit & Mad. R.)	363,000	7	"	"	1888	....
Buffalo, Corry and Pittsburg:							Chicago, Rock Island and Pacific:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....	1st Mortgage (C. & R. I. R.R.)..	1,397,000	7	Jan. & July.	New York.	1870	100 1/2
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	18—	....	1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	"	"	1896	96 1/2
Buffalo and Erie:							Chillicothe and Brunswick:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86	1st Mortgage.....	500,000	8	May & Nov.	New York.	1894	82 1/2
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	....	Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	....	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	"	1886	....	Cincinnati, Hamilton and Dayton:						
Buffalo, New York and Erie:							2d Mortgage (1st Mort. paid)....	1,250,000	7	May & Nov.	New York.	1880	80
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	84	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
2d Mortgage.....	380,000	7	May & Nov.	"	1872	83 1/2	New Mortgage.....	282,000	7	"	"	1877	....
Burlington, Cedar Rapids & Minn.:							Cincinnati and Indiana:						
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	....	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
Burlington and Missouri River:							2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'87	79
Land Grant Mortgage.....	4,600,608	7	April & Oct.	New York.	1893	90	Cincinnati and Indianapolis June:						
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	....	1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Convertible bonds.....	600,000	7	"	"	1875	....	2d Mortgage.....	800,000	7	March & Sept.	"	1893	....
3d Convertible bonds.....	958,545	8											

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	95
2d Mortgage.....	1,000,000	7	" "	" "	1880		2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	91
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	85	3d Mortgage.....	6,000,000	7	" "	" "	1883	76½
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	82½
1st Mort. (June R. R. 1st Div.)...	13,000	7	April & Oct.	New York.	1867		5th Mortgage.....	926,500	7	June & Dec.	" "	1888	75
1st Mort. (June R. R. 2d Div.)...	116,000	7	June & Dec.	" "	1882		Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	
1st Mortgage S. F. (Clev. & Tol.)...	2,015,000	7	Jan. & July.	" "	1885	98	Sterling Loan £800,000.....	4,844,444	6½	March & Sept.	London.	1875	
2d Mortgage (Clev. and Tol.)...	1,000,000	7	April & Oct.	" "	1886		Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888		2d Mortgage.....	700,000	7	April & Oct.	" "	1875	
Columbus, Chicago & Ind. Cent.:							New Mortgage.....	859,000	7	Jan. & July.	" "	1893	
Consol. 1st Mortgage skg fund.....	15,000,000	7	April & Oct.	New York.	1903	76½	Evansville and Crawfordsville:						
Columbus and Indiana Central:							1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	62	1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	
Income Bonds.....	1,243,000	7	" "	" "	1881		Rockville Extension 1st Mort.....	150,000	7	Feb. & Aug.	" "	1881	
Columbus and Hocking Valley:							Fall River, Warren & Providence:						
1st Mortgage.....	262,500	7	Jan. & July.	New York.	1897		1st Mortgage.....	200,000	7	" "	Providence.	18—	
Consol. 2d Mortgage skg fund.....	5,000,000	7	Feb. & Aug.	" "	1909		Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	" "	Princeton.	18—	
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890		Flint and Pere Marquette:						
Connecticut and Passumpsic Riv.:							1st Mortgage.....	1,520,500	7	" "	New York.	18—	
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	90	Galena & Chic. Union (C.N. & W.):						
Notes of '86 and '87, free.....	295,000	7	" "	" "	76-77	100	1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	101
Connecticut River:							2d Mortgage.....	1,029,000	7	May & Nov.	" "	1875	91
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	Georgia:						
Connecting:							Bonds.....	592,000	7	J. & J.	Augusta.	70-76	
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	85	Grand Rapids and Indiana:						
Cumberland and Pennsylvania:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891		Grand River Valley:						
2d Mortgage sinking fund.....	799,000	6	May & Nov.	" "	1885		1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	New York.	1886	
Cumberland Valley:							Grand Trunk (C.A.):						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		1st Preference Bonds.....	12,573,661	5½	Jan. & July.	London.	18—	
2d Mortgage.....	109,500	8	" "	" "	1904		2d Preference Bonds.....	7,355,986	5½	" "	" "	18—	
Danbury and Norwalk:							3d Preference Stock.....	3,414,094	4½	" "	" "	18—	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1880		4th Preference Stock.....	25,592,860	4½	" "	" "	18—	
Danv., Urbana, Blooming & Pekin:							Equipment Bonds.....	2,433,333	6½	April & Oct.	" "	18—	
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908		Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	
Dayton and Michigan:							Great Western of Canada:						
1st Mortgage sinking fund.....	2,802,000	7	Jan. & July.	New York.	1881		Government Loan £573,688.....	2,782,387	6½	" "	Ottawa.		
2d Mortgage.....	642,000	7	March & Sept.	" "	1884		Mortgage Bonds £615,200.....	2,983,720	6½	" "	London.	73-76	
3d Mortgage.....	700,000	7	April & Oct.	" "	1888		Mortgage Bonds £547,000.....	2,652,950	5½	" "	" "	77-78	
Dayton and Union:							Stock Debentures £46,700.....	226,500	5½	" "	" "	irred.	
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		Great Western of Illinois:						
2d Mortgage.....	135,000	7	June & Dec.	" "	1879		1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	103
Income Bonds.....	252,445	6	" "	" "	1879		2d Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	
Dayton and Western:							1st Mortgage (General).....	1,455,000	7	" "	" "	1888	84½
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	77
2d Mortgage.....	463,000	6	Jan. & July.	" "	1905		Greenville and Columbia:						
Delaware:							1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	
1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1875	80½	Hannibal and St. Joseph:						
Guaranteed Bonds.....	100,000	6	" "	" "	1875		Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881	
State Loan.....	170,000	6	" "	" "	1876		Convertible Bonds.....	800,000	7	Jan. & July.	" "	1883	102
Extension Mortgage.....	100,000	6	" "	" "	1880		Eight per cent. Loan.....	860,000	8	" "	" "	18—	
Delaware, Lackawanna & Western:							Ten per cent. Loan.....	1,000,000	10	" "	" "	1872	
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98	Ten per cent. Loan.....	500,000	10	" "	" "	1869	
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	98	1st Mort. (Quincy and Palmyra).	500,000	8	" "	" "	18—	
2d Mort. (General) for \$2,000,000.	1,633,000	7	March & Sept.	" "	1881	92½	1st Mort. (Kan. City & Cameron)	1,200,000	10	" "	" "	18—	
Des Moines Valley:							Harrisburg and Lancaster:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	91½	1st Mortgage guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	88
Income Bonds.....	462,000	7	Jan. & July.	" "	1884		Hartford and New Haven:						
Detroit and Milwaukee:							1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		Hartford, Providence and Fishkill:						
2d Mortgage.....	1,000,000	8	" "	" "	1875		1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Providence.	1876	73½
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875		1st Mort. (Connecticut 96.04 m.)...	1,574,500	7	" "	Hartford.	1876	
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875		Hempfield:						
Bonds of June 30, 1866, (cond.)...	1,611,639	6	" "	" "	1886		1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	
Detroit, Mon. & Tol. (M.S. & N.L.)							Housatonic:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876		1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	
Detroit and Pontiac (Det. & Mil.):							2d Mortgage.....	100,000	7	" "	" "	1885	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878		Houston and Texas Central:						
1st Mortgage.....	150,000	7	April & Oct.	" "	1878		1st Mortgage (L.G.) sinking fund	2,600,000	7½	Jan. & July.	New York.	1891	
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886		Hudson River:						
Dubuque and Sioux City:							1st Mortgage.....	1,936,000	7	Feb. & Aug.	New York.	1870	101½
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	93	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	105
1st Mortgage (construction).....	600,000	7	" "	" "	1894		3d Mortgage.....	183,000	7	May & Nov.	" "	1875	96
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888		Huntington and Broad Top Mt.:						
Dubuque Southwestern:							1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	80½
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895		Consol. Mortgage.....	887,045	7	April & Oct.	" "	1895	33
East Brandywine & Waynesburg:							Illinois Central:						
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882		Construction.....	3,955,000	7	April & Oct.	New York.	1875	118
East Pennsylvania:							Construction.....	437,500	6	" "	" "	1875	
1st Mortgage, Sinking Fund.....	508,900	7	April & Oct.	Philadelphia.	1888		Redemption.....	2,560,500	6	" "	" "	1890	
East Tennessee and Georgia:							Redemption, sterling.....	2,424,500	6½	" "	London.	1875	
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882		Illinois and Southern Iowa:						
Tennessee Loan (1866).....	430,277	6	" "	" "	1898		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
Mortgage (old).....	640,000	6	" "	" "	1880		Indianapolis, Cin. and Lafayette:						
Mortgage (new).....	136,406	7	" "	" "	1880		1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	70
East Tennessee and Virginia:							1st Mortgage (Ind. and Cin.)...	500,000	7	April & Oct.	" "	1888	
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888		Indianapolis, Crawfordsv. & Danv.:						
Tennessee Loan (1866).....	600,000	6	" "	" "	1898		1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	
Tennessee endorsed bonds.....	178,000	6	" "	" "	18—		Indianapolis and Madison:						
Eastern:							1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	
State Loan (1st Lien).....	275,000	6	J. A. J. & O.	Boston.	68-72		Iowa River:						
2d Mortgage, (convert. sterling)...	420,000	5½	Jan. & July.	London.	1872		1st Mortgage (Eldora R. R.)...	272,000	7	Jan. & July.	New York.	1883	
2d Mortgage, convertible.....	73,000	6	Feb. & Aug.	Boston.	1874	96½	Jackson, Lansing and Saginaw:						
1st Mortgage (Knox Railroad).....	214,000	6	Jan. & July.	" "	1876		1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	96½
Bonds of 1868.....	500,000	6	March & Sept.	" "	1889	96	Jeffersonville (J. M. & I.):						
Jefferson and Kentucky:							2d Mortgage.....	397,000	7	April & Oct.	New York.	1873	
Tennessee Loan.....	570,000	6	Jan. & July.	New York.	18—		Jeffersonville, Madison & Indian:						
Elmira and Williamsport:							1st Mortgage.....	1,961,000	7	April & Oct.	New York.	1906	
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	89	Joliet and Chicago:						
Income Bonds.....	570,000	5	April & Oct.	" "	1872	58½	1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1883	
European and North American:							Joliet and Northern Indiana:						
1st Mortgage (Bangor to Winn.)...	1,000,000	6½	Jan. & July.	London.	1886		1st Mortgage, guaranteed.....	800,000	7	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies 'Payable in Coin.'

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Junction, Philadelphia:							Mobile and Montgomery:						
1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	....	1st Mortgage.....	\$1,200,000	8	May & Nov.	New York.	1888	....
Kentucky Central:							Mobile and Ohio:						
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1873	....	1st Mortgage, Sterling.....	4,503,000	6*	May & Nov.	London.	1882	....
2d Mortgage (do.).....	794,000	7	— & —	"	1883	....	1st Mortgage, Sterling.....	4,503,000	6*	May & Nov.	Mobile.	1882	62
3d Mortgage (do.).....	237,000	7	— & —	"	1885	....	Tennessee Loans.....	1,669,800	6	Jan. & July.	New York.	1891	....
Keokuk and St. Paul:							Income of '61, '62, '65 and '67...	388,900	8	May & Nov.	Mobile.	1867	19
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	90	Liquidation (10 year) bonds.....	556,421	8	"	New York.	1876	....
Knoxville and Charleston:							Interest bonds.....	697,900	8	"	Mobile.	1882	38
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Montgomery and Eufala:						
Knoxville and Kentucky:							1st Mortgage, endorsed by Ala.....	129,000	8	March & Sept.	New York.	1886	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Montgomery and West Point:						
Tenn. State Loan (new).....	800,000	6	"	"	1898	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	....
Lackawanna and Bloomsburg:							Income Bonds.....	306,900	8	"	"	1876	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Mortgage Bonds.....	719,500	8	"	"	1881	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Morris and Essex:						
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	92
Lake Erie and Louisville:							Nashville and Chattanooga:						
1st Mortgage for \$1,000,000.....	500,000	7	Jan. & July.	New York.	1893	....	1st Mortgage, endorsed by Tenn.....	1,509,000	6	Jan. & July.	New York.	1890	....
Lawrence:							Tenn. State Loan.....	150,000	6	"	"	1892	....
1st Mortgage.....	300,000	7	"	Pittsburg.	1886	....	Tenn. Coupons Funded.....	426,270	6	"	"	1892	....
Lehigh and Lackawanna:							Nashville and Decatur:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	89	Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	1900-92	....
Lehigh Valley:							Income Bonds (Tenn. and Ala.).....	205,000	10	April & Oct.	Nashville.	1870	....
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95	2d Mortgage.....	500,000	6	"	New York.	1887	....
New Mortgage, free of taxes.....	1,917,000	6	June & Dec.	"	1898	93	Nashville and Northwestern:						
1st Mortgage (Hazleton).....	149,500	6	Jan. & July.	"	1878	....	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	1883-84	....
Little Miami:							2d Mortgage.....	792,050	6	"	"	1883-84	....
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	Naugatuck:						
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1876	....
Little Rock and Fort Smith:							Newark and New York:						
1st Mortgage for \$3,500,000.....	600,000	6	"	Boston	....	....	1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
Little Schuylkill:							Newburg & New York (Oct. 1, '68):						
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	99	1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
Long Island:							New Bedford and Taunton:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	98	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	New Brunswick and Canada:						
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	1st Mortgage, Sterling £220,000.....	1,100,000	6*	May & Nov.	London.	1867	....
Louisville, Cinclin. and Lexington:							Newcastle and Beaver Valley:						
1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	85	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
Louisville and Frankfort:							2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
1st Mortgage.....	88,000	6	Jan. & July.	New York.	1870-78	....	New Haven and Darby:						
Louisville Loan.....	100,000	6	"	"	1881	....	1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	....
Louisville and Nashville:							New Haven and Northampton:						
1st Mortgage, Main Stem.....	1,424,000	7	Jan. & July.	New York.	1870-77	98	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mortgage, Memphis Branch.....	267,000	7	May & Nov.	"	1870-75	96	1st Mort. (Hamp. & Hampd.).....	200,000	6	April & Oct.	"	1874	....
1st Mortgage, Bardonia Branch.....	27,500	7	Jan. & July.	"	1870	....	New Jersey:						
1st Mort. Lebanon Branch Ext.....	88,000	7	May & Nov.	"	1880-85	92	Company Bonds (var. issues).....	850,000	6	Feb. & Aug.	New York.	1875-87	93
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	1886-87	....	New London Northern:						
Louisville Loan, Lebanon Br.....	225,000	6	May & Nov.	"	1886	....	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
Louisville Loan, Leb. Br. Ext.....	333,000	6	April & Oct.	"	1883	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
Consolid. 1st mort. for \$8,000,000.....	2,000,000	7	"	"	1898	90	New Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Louisville, N. Albany & Chicago:							N. Orleans, Jackson & Gt. North:						
1st Mort., New Albany & Salem.....	2,235,000	6	— & —	New York.	1892	....	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1888	78
Macon and Brunswick:							2d Mortgage for \$1,500,000.....	1,157,000	8	April & Oct.	"	1890	70
1st Mort. endorsed by Georgia.....	140,000	7	Jan. & July.	New York.	1881	....	N. Orleans, Opelousas & Gt. Wtn:						
Mahanoy and Broad Mountain:							1st Mort. construction (80 m.).....	1,842,000	8	April & Oct.	New York.	1889	48
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	2d Mort. (F.) for \$1,000,000 (80m.).....	1,000,000	8	Jan. & July.	"	1887	....
Maine Central:							New York Central:						
\$1,100,000 Loan.....	1,095,600	6*	Feb. & Aug.	Boston.	1900-91	....	Premium, Sinking Fund Bonds.....	5,946,689	6	May & Nov.	New York.	1883	91
\$400,000 Loan.....	307,700	6	June & Dec.	"	1870-71	....	Funding, Sinking Fund Bonds.....	1,514,000	7	Feb. & Aug.	"	1876	100
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	....	Bonds for B. & N. Falls R.R. Co.....	76,000	6	May & Nov.	"	1883	....
2d Mort. (Penob. & Ken. R. R.).....	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	85
Marietta and Cincinnati:							Bonds for real estate.....	162,000	6	"	"	1883	87
1st Mortgage.....	2,454,342	7	Feb. & Aug.	Baltimore.	1891	87	Bonds and mortgages.....	58,215	7	various.	"	var.	....
1st Mortgage, Sterling.....	1,050,000	7*	"	London.	1891	....	Convertible bonds.....	210,000	7	Feb. & Aug.	"	1876	120
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	67	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	"	1887	90
Scioto and Hocking Valley.....	300,000	7	"	"	1896	....	New York and Flushing:						
Memphis and Charleston:							1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Tenn. State Loan.....	1,817,937	6	Jan. & July.	New York.	1890	....	New York and Harlem:						
1st Mortgage, Convertible.....	1,233,000	7	May & Nov.	"	1880	85	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	101
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	Consolidated mortgage of 1863.....	1,707,000	7	Feb. & Aug.	"	1893	....
Memphis and Little Rock:							New York and New Haven:						
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	86
Mortgage (road and land).....	1,300,000	8	May & Nov.	"	1890	....	New York, Providence & Boston:						
Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	1873-78	....
Michigan Central:							Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	Norfolk and Petersburg:						
1st Mortgage, sterling, convertible.....	500,000	8*	March & Sept.	"	1869	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	72
1st Mortgage, dollars, convertible.....	1,294,500	8	"	New York.	1869	113	1st Mortgage.....	303,000	8	"	"	1877	80
1st Mortgage, dollars, convertible.....	500,000	8	April & Oct.	"	1882	....	2d Mortgage for \$300,000.....	43,000	8	"	Norfolk.	1872	....
Consol. Sinking Fund Mortgage.....	4,207,000	8	"	"	1882	120	North Eastern:						
Michigan Southern & North. Ind.:							1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	75
1st Mortgage, Sinking Fund.....	6,728,000	7	May & Nov.	New York.	1885	160	2d Mortgage for \$300,000.....	145,000	7	"	"	1868	....
2d Mortgage.....	2,693,000	7	"	"	1877	95	North Missouri:						
Detroit, Monroe & Toledo Mort.....	924,000	7	Feb. & Aug.	"	1876	93	1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1895	81
Mifflin and Centre County:							2d Mortgage of 1868.....	4,000,000	7	April & Oct.	"	1888	....
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	North Pennsylvania:						
Milwaukee & Chicago, (40 miles):							1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.		

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Portland and Kennebec:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867	....	1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	....
New Loan for \$800,000.....	.....	8	"	"	1887	....	Consolidated Bonds.....	300,000	6	"	"	1895	....
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:						
1st Mort. (Mass. Loan) sfg fund	400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	103
Construction bonds.....	124,500	7	"	"	1877	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	102 1/2	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Ohio and Mississippi:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	96 1/2
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	93	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	....	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
2d Mortgage, W. Div.....	550,000	7	"	"	1874	....	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
Consolidated Mort. for \$4,000,000	1,652,000	7	Jan. & July.	"	1898	80	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
Consolidated Mort. sterling.....	83,430	....	"	London.	1898	....	2d Mortgage.....	2,000,000	7	April & Oct.	"	1912	91
Oil Creek and Allegheny River:							Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	"	1876	....
1st Mortgage.....	3,170,000	7	Jan. & July.	Philadelphia.	1897	....	Placerville and Sacramento:						
Old Colony and Newport:							1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	....
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	95	1st Mortgage.....	525,000	10*	"	"	1894	....
Company Bonds.....	458,000	6	April & Oct.	"	1875	93 1/2	Providence, Warren and Bristol:						
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	101 1/2	1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	....
Orange, Alexandria & Manassas:							2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80	Quincy and Toledo:						
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	72 1/2	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	....
3d Mort. " " "	673,500	8	May & Nov.	Richmond.	1873	82	Raritan and Delaware Bay:						
4th Mort. " " "	331,700	8	March & Sept.	Alexandria.	1880	67	1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	69 1/2	2d Mortgage.....	250,000	7	"	"	1888	....
Va. State Loan.....	249,962	6	"	"	1887	....	Equipment Bonds, convertible..	296,000	7	"	"	1876	....
Oswego Valley:							Reading and Columbia:						
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Oswego and Rome:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
1st Mort. guar. by R. W. & O...	500,000	7	May & Nov.	New York.	1910	....	Rensselaer and Saratoga:						
Income.....	200,000	6	Feb. & Aug.	"	1891	....	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Oswego and Syracuse:							1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80	....	1st Mort. (Troy, Salem & Rut.)	500,000	7	May & Nov.	"	1890	....
2d Mortgage.....	375,000	7	"	"	1885	....	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
Pacific Mo.:							Richmond and Danville:						
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	93	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
St. Louis Loan.....	700,000	6	"	"	'71-'73	97 1/2	Bonds guaranteed by Virginia..	161,800	6	"	"	'75-'76	69
1st (new) Mortgage.....	7,000,000	6*	Feb. & Aug.	New York.	1888	....	Consolidated, coupon.....	1,298,000	6	May & Nov.	"	'75-'90	....
Panama:							Consolidated, registered.....	408,500	6	"	Richmond.	'75-'90	....
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	....	Rich, Fredericksburg & Potomac:						
2d Mortgage, Sterling.....	346,000	7*	Feb. & Aug.	"	1875	....	Company Bonds, sterling.....	67,778	6*	Jan. & July.	London.	1875	....
3d Mortgage, Sterling.....	1,150,000	7*	"	"	1872	....	Company Bonds, dollar.....	172,800	7	"	Richmond.	1876	....
Paterson and Newark:							Richmond and Petersburg:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888	....	Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Pemberton and Hightstown:							Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870	....
1st Mortgage endorsed.....	100,000	7	"	New York.	1877	....	Richmond and York River:						
Peninsular (Michigan):							1st Mortgage.....	600,000	8	"	New York.	18—	....
1st Mortgage for \$16,000 per m..	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95	Roanoke Valley (R. & Dan.):						
Pennsylvania:							1st Mortgage.....	160,800	7	Feb. & Aug.	Richmond.	'69-'76	....
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98	Rockford, R. Island & St. Louis:						
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	96 1/2	1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
2d M. sig.	2,283,840	6	"	London.	1875	....	Rock Island and Peoria:						
General Mortgage.....	1,645,000	6	J. A. J. & O.	Philadelphia.	1910	....	1st Mortgage.....	1,384,000	7	"	New York.	18—	....
State lien on whole property...	6,232,755	5	April & Oct.	Harrisburg.	1890	....	Rome, Watertown & Ogdensb.:						
Short Bonds and Debentures...	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	....	1st Mortgage, Sinking Fund....	571,000	7	June & Dec.	New York.	1891	100
Pennsylvania and New York:							Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	"	1880	....
1st Mortgage guaranteed.....	2,697,000	7	"	Philadelphia.	18—	90	1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	"	'69-'74	....
Pensacola and Georgia:							Rutland and Burlington:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	125 1/2
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	....	2d Mort. conv. into com. stock..	937,500	7	"	"	1863	60
2d Mortgage.....	255,000	8	"	"	18—	....	Sacramento Valley:						
Peoria and Bureau Valley:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	2d Mortgage.....	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
Peoria, Pekin and Jacksonville:							St. Joseph and Council Bluffs:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
Perkiomen:							1st Mortgage (in Iowa 52 m.)...	150,000	10	"	"	1893	....
1st Mortgage.....	255,000	6	"	Philadelphia.	18—	....	2d Mortgage (" ").....	500,000	7	"	"	1882	....
Perth Amboy and Woodbridge:							St. Louis, Alton and Terre Haute:						
1st Mortgage, guaranteed.....	100,000	6	"	New York.	18—	....	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	92
Philadelphia and Baltimore Cent.:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	1st Mortgage (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	81 1/2
Philadelphia and Erie:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97	2d Mortgage preferred (Series C)	1,400,000	7	"	"	1894	74
2d Mortgage (General).....	5,000,000	6	"	"	1881	88 1/2	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	....
3d Mortgage.....	4,000,000	6	"	"	1901	85 1/2	St. Louis and Iron Mountain:						
3d Mortgage for \$3,000,000.....	4,000,000	7	Jan. & July.	"	1885	88 1/2	1st Mortgage for \$4,000,000....	3,000,000	7	Feb. & Aug.	New York.	1892	81
Philadelphia, Germant. & Norist:							St. Louis, Jacksonville & Chicago:						
Convertible Loan.....	110,100	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage (\$15,000 per mile)...	2,365,000	7	April & Oct.	New York.	1884	88
Philadelphia and Reading:							2d Mortgage (\$5,000 per mile)...	360,000	7	Jan. & July.	"	1898	....
Bonds of 1849.....	401,800	6	April & Oct.	Philadelphia.	1870	100 1/2	St. Louis and St. Joseph:						
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	96	1st Mortgage.....	1,000,000	6*	May & Nov.	New York.	1893	....
Bonds of 1836-43-44-45 and 49..	2,497,800	6	"	"	1880	88 1/2	St. Louis, Vandalia & T. Haute:						
Bonds of 1857, convertible.....	171,500	6	"	"	1886	94 1/2	1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
Bonds of 1836, Sterling.....	182,400	5*	"	London.	1880	....	2d Mortgage, S. F., guaranteed.	2,600,000	7	"	"	18—	....
Bonds of 1836, Sterling, conv....	288,000												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	&	New York.	1880		Consolidated Mort.—1st class..	\$722,500	7	Apr. & Oct.	Philadelphia.	1880	....
3d Mortgage.....	71,000	7	&	" "	1870		" " 2d class..	850,000	7	" "	" "	1890	....
Selma and Meridian:							" " 3d class..	154,000	7	Jan. & Jul.	" "	1890	....
1st Mortgage.....	79,875	...	&	" "	...		" " 4th class..	1,263,000	7	" "	" "	1890	....
2d Mortgage.....	52,000	...	&	" "	...		Virginia and Tennessee:						
3d Mortgage.....	665,000	...	&	" "	...		1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	....
Selma, Rome and Dalton:							2d Mortgage.....	23,500	6	" "	" "	1868	64
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872		3d Mortgage (Enlarged).....	990,000	6	" "	" "	1884	66
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864		Income Bonds.....	138,500	6	" "	" "	1865	....
Gen. Mort. (S.R. & D.) free of tax	5,000,000	7	April & Oct.	" "	1887		Funding Bonds (\$1,000,000)....	736,000	8	" "	" "	1890	76
Shamokin Valley and Pottsville:							Warren:						
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	72	1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
Shenoyagan and Fond Lac:							Warwick Valley:						
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	....	1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....
Sioux City and Pacific:							Western Alabama:						
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	....	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	....
2d Mortgage (Gov. subsidy)....	1,628,320	6	Jan. & July.	" "	1898	....	West Wisconsin:						
Somerset and Kennebec:							1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	....	West Chester and Philadelphia:						
2d Mortgage.....	250,000	6	" "	" "	1876	....	1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	94
Shore Line (N. H. & N. L.):							2d Mortgage, registered.....	562,000	8	April & Oct.	" "	1878	89
1st Mortgage, reconstruction...	55,000	7	March & Sept.	New Haven.	1880	....	West Jersey:						
South Carolina:							Loan of 1883 for \$400,000.....	400,000	6	March & Sept.	Philadelphia.	1883	88
Sterling Bonds £452,912.....	2,612,944	5*	Jan. & July.	London.	'71-'85	....	Loan of 1896 for \$1,000,000....	983,500	6	Jan. & July.	" "	1896	....
Sterling Bonds £59,031.....	262,366	5*	" "	Charleston.	'71-'85	....	Western (Boston and Albany).						
Domestic Bonds.....	418,016	6	" "	" "	'73-'74	....	Sterling Loans, £899,900.....	2,051,520	5*	April & Oct.	London.	'69-'71	....
Domestic Bonds.....	563,500	7	April & Oct.	" "	'69-'72	....	Dollar Bonds.....	798,000	6	" "	Boston.	1875	96
Domestic Bonds.....	353,500	7	Jan. & July.	" "	'88-'91	....	Western Maryland:						
South and North Alabama:							1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	90
1st Mort. (\$16,000 p.m.) endorsed	.....	8	&	New York.	1889	....	2d Mort. for \$300,000, end. by B.	300,000	6	" "	" "	1890	90
South Shore:							2d M. for \$300,000, end. by W.Co.	300,000	6	" "	" "	1890	75
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90	Western Pennsylvania:						
South Side, Va.:							1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Virginia State Loan.....	800,000	6	Jan. & July.	New York.	1887	....	Western Union:						
2d Mort., guar. by Petersburg...	300,000	6	" "	Petersburg.	'70-'75	62	1st Mortgage for \$5,000,000....	4,000,000	7	Feb. & Aug.	New York.	1896	....
3d Mort. (for City Point R. R.)...	175,000	6	" "	" "	'65-'68	....	Whitehall and Plattsburg:						
4th Mortgage.....	317,000	6	" "	" "	'70-'72	....	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
Consol. Mortgage.....	.....	8	" "	New York.	'84-'90	....	Wicomico and Pocomoke:						
South Side, L. I.:							1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....	Wilm., Charlotte & Rutherford:						
South Western:							N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage.....	699,500	8	various.	Macon.	'75-'85	....	1st Mortgage guar. by State.....	.....	8	" "	" "	1897	75
South West Pacific:							Wilmington and Manchester:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....	1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	....
Southern Minnesota:							2d Mortgage, 2d pref.....	146,000	7	" "	" "	1886	....
1st Mort. (10-20 yrs) \$20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....	1st Mortgage, 3d pref.....	528,000	7	" "	" "	1886	....
Springfield and Columbus:							2d Mortgage.....	80,000	7	May & Nov.	" "	1873	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	....	Wilmington and Weldon:						
Staten Island:							1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	2d Mortgage, Sterling.....	197,777	7*	May & Nov.	" "	1886	....
Sterling Mountain:							Sinking Fund Mortgage.....	608,000	7	Jan. & July.	New York.	1896	89
1st Mortgage.....	350,000	7	&	New York.	1874	....	York and Cumberland (N. Cent.):						
Sullivan:							1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	88
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	2d Mortgage.....	25,000	6	Jan. & July.	" "	1871	....
2d Mortgage.....	250,000	6	Feb. & Aug.	" "	1880	....	3d Mortgage.....	500,000	6	" "	" "	1877	....
Syracuse, Binghamton and N. Y.:							CANAL BONDS.						
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	....	Chesapeake and Delaware:						
Summit Branch:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	93
1st Mortgage.....	528,000	6	&	Philadelphia.	18—	....	Chesapeake and Ohio:						
Sussex:							State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
1st Mortgage.....	200,000	6	&	New York.	18—	....	Sterling, guaranteed.....	4,375,000	5*	" "	London.	1890	....
Tioga:							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1886	....
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	91	Delaware Division:						
Toledo, Peoria and Warsaw:							1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	82
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	80	Delaware and Hudson:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	" "	1896	78	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	" "	1886	....	1st Mortgage (new).....	1,500,000	7	May & Nov.	" "	1877	....
Toledo, Wabash and Western:							Delaware and Raritan (See Cam	den and					
1st Mort. (Tol. & Ill. 75 m.)....	900,000	7	Feb. & Aug.	New York.	1890	89	Eric of Pennsylvania:						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1890	....	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85	Interest Bonds.....	161,960	7	" "	" "	18—	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....	Illinois and Michigan:						
Equip'm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	73	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Consol. M. (T. W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	79	Ill. State bonds, sterling, reg....	500,967	6*	" "	" "	1870	....
Troy and Boston:							Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....	Lehigh Coal and Navigation:						
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....	1st Loan.....	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
Convertible Bonds.....	325,000	7	March & Sept.	" "	1882	....	2d Loan.....	5,066,122	6	" "	" "	1884	84
Troy Union:							3d Loan.....	2,000,000	6	" "	" "	1897	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Gold Loan.....	5,000,000	6*	June & Dec.	" "	1897	92
2d Mortgage, guaranteed.....	360,000	6	" "	" "	1878	....	Convertible Loan.....	1,201,850	6	" "	" "	1877	76
Union Pacific:							Monongahela Navigation:						
1st Mortgage, free.....	27,111,000	6*	Jan. & July.	New York.	'95-'99	87	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage (Gov. subsidy)....	27,111,000	6	" "	" "	'95-'99	....	2d Mortgage.....	57,000	6	" "	" "	18—	....
Union Pacific—Central Branch:							Morris (and Banking):						
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage (Gov. subsidy)....	1,600,000	6	Jan. & July.	" "	1895	....	2d Mortgage.....	302,750	6	" "	" "	1876	70
Union Pacific—Eastern Division:							Boat Loan.....	232,087	6	" "	" "	1885	80
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	....	North Branch:						
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	" "	1896	....	1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	....
2d Mortgage (Gov. subsidy)....	6,303,000	6	Jan. & June.	" "	'95-'97	....	Schuylkill Navigation:						
1st Mort. (Leavenworth Br.)....	600,000	7	May & Nov.	" "	1896	....	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	71
Land Grant Mort. for \$500,000..	361,000	7	March & Sept.	" "	'71-'76	....	2d Mortgage.....	3,980,670	6	Jan. & July.	" "	1882	58
Income bonds \$10,000 p. m.....	4,275,350	7	June 1, '71.	" "	1916	....	Improvement Loan.....	1,001,670	6	May & Nov.	" "	1876	....
Vermont Central:							Susquehanna and Tide Water:						
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	81	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	....
2d Mortgage.....	1,500,000	7	" "	Philadelphia.	1891	35	Coupon Bonds.....	1,250,000	6	" "	Baltimore.	1873	57
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	....	Preferred Interest Bonds.....	325,000	6	" "	" "	1894	....
Vermont and Massachusetts:							Union (Pa.):						
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	91	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	....
Vermont Valley:							West Branch and Susquehanna:						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1890	....	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878	....
2d Mortgage.....	114,000	6	" "	Boston.	1890	....	Wyoming Valley:						
3d Mortgage.....	293,200	7	" "	New York.	1859	....	1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "all," and running date (—) signifies "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Years ending	Railroad		Rolling Stock		Property and Assets		Abstract of General Balance Sheet					Operations		Earnings		Value of Shares	
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.		Cars.		Freight.	Par.	P. e.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.
					R. M. E.	Pass.	R. M. E.	Pass.									
Sept. 30, 1898	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Oct. 31, 1898	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Nov. 30, 1898	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Dec. 31, 1898	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Jan. 31, 1899	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Feb. 28, 1899	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Mar. 31, 1899	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Apr. 30, 1899	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
May 31, 1899	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Jun. 30, 1899	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Jul. 31, 1899	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Aug. 31, 1899	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sept. 30, 1899	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Oct. 31, 1899	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Nov. 30, 1899	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Dec. 31, 1899	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Jan. 31, 1900	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Feb. 28, 1900	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Mar. 31, 1900	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Apr. 30, 1900	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
May 31, 1900	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Jun. 30, 1900	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Jul. 31, 1900	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Aug. 31, 1900	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sept. 30, 1900	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Oct. 31, 1900	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Nov. 30, 1900	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Dec. 31, 1900	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Jan. 31, 1901	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Feb. 28, 1901	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Mar. 31, 1901	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Apr. 30, 1901	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
May 31, 1901	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Jun. 30, 1901	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Jul. 31, 1901	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Aug. 31, 1901	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sept. 30, 1901	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Oct. 31, 1901	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Nov. 30, 1901	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Dec. 31, 1901	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Jan. 31, 1902	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Feb. 28, 1902	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Mar. 31, 1902	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Apr. 30, 1902	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
May 31, 1902	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Jun. 30, 1902	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Jul. 31, 1902	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Aug. 31, 1902	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sept. 30, 1902	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Oct. 31, 1902	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Nov. 30, 1902	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Dec. 31, 1902	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Jan. 31, 1903	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Feb. 28, 1903	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Mar. 31, 1903	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Apr. 30, 1903	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
May 31, 1903	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Jun. 30, 1903	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Jul. 31, 1903	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Aug. 31, 1903	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sept. 30, 1903	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Oct. 31, 1903	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Nov. 30, 1903	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Dec. 31, 1903	25.0	15.0	1.0	1.0	1.0	1.0	1.0	1									

Dec. 31, 1868	340.61	49.9	70.8	83.47	22,131.6	Cleveland, Col. Cin. & Ind.	1,774,845	539,456	11,620,000	2,022,000	305,845	242,002	390.3	2,177,407	540,377	628,366	2,002,614	824,449	7	100	74
Nov. 30, 1868	168.67	12.4	59.6	47.37	44,133.7	Cleveland and Mahoning	296,300	2,056,760	1,652,100	1,652,100	470,369	439,999	229.8	1,016,216	613,471	979,802	2,463,214	937,768	8	100	56
Oct. 31, 1868	112.7	43.9	55.3	125.70	26,180.0	Cleveland and Toledo	100,976	497,338	5,971,160	3,149,489	470,369	439,999	229.8	1,016,216	613,471	979,802	2,463,214	937,768	9	100	56
Sept. 30, 1868	105.0	12.0	58.8	125.70	26,180.0	Chic. & Ind. Cent.	100,976	497,338	5,971,160	3,149,489	470,369	439,999	229.8	1,016,216	613,471	979,802	2,463,214	937,768	10	100	56
Aug. 31, 1868	94.7	7.0	10.0	29.27	10,434.0	Columbus and Xenia	655,630	81,106	1,786,200	174,000	80,667	85,546	51.0	535,666	403,574	421,629	826,634	346,495	11	100	56
July 31, 1868	36.6	2.4	2.4	29.27	10,434.0	Concord	655,630	81,106	1,786,200	174,000	80,667	85,546	51.0	535,666	403,574	421,629	826,634	346,495	12	100	56
June 30, 1868	27.0	3.1	9.8	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	13	100	56
May 31, 1868	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	14	100	56
April 30, 1868	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	15	100	56
March 31, 1868	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	16	100	56
Feb. 28, 1868	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	17	100	56
Jan. 31, 1868	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	18	100	56
Dec. 31, 1867	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	19	100	56
Nov. 30, 1867	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	20	100	56
Oct. 31, 1867	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	21	100	56
Sept. 30, 1867	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	22	100	56
Aug. 31, 1867	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	23	100	56
July 31, 1867	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	24	100	56
June 30, 1867	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	25	100	56
May 31, 1867	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	26	100	56
April 30, 1867	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	27	100	56
March 31, 1867	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	28	100	56
Feb. 28, 1867	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	29	100	56
Jan. 31, 1867	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	30	100	56
Dec. 31, 1866	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	31	100	56
Nov. 30, 1866	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	32	100	56
Oct. 31, 1866	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	33	100	56
Sept. 30, 1866	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	34	100	56
Aug. 31, 1866	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	35	100	56
July 31, 1866	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	36	100	56
June 30, 1866	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	37	100	56
May 31, 1866	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	38	100	56
April 30, 1866	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	39	100	56
March 31, 1866	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	40	100	56
Feb. 28, 1866	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	41	100	56
Jan. 31, 1866	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	42	100	56
Dec. 31, 1865	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	43	100	56
Nov. 30, 1865	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	44	100	56
Oct. 31, 1865	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	45	100	56
Sept. 30, 1865	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	46	100	56
Aug. 31, 1865	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	47	100	56
July 31, 1865	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	48	100	56
June 30, 1865	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	49	100	56
May 31, 1865	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	50	100	56
April 30, 1865	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	51	100	56
March 31, 1865	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	52	100	56
Feb. 28, 1865	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	53	100	56
Jan. 31, 1865	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	54	100	56
Dec. 31, 1864	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	55	100	56
Nov. 30, 1864	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth	137,420	27,890	2,084,200	795,000	212,662	68,929	110.3	100,409	7,747,271	7,999,200	7,747,271	27,642	56	100	56
Oct. 31, 1864	10.3	4.4	12.1	13.16	7,327.0	Concord and Portsmouth															

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Property and Assets.										Liabilities.				Operations.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Rolling Stock.										Accounts and Cash.				Bonds.				Accounts.				Surplus Income.				Railroad Operated.				Trains Moved.				Passengers.				Freight.				Gross.				Net.				Dividends.				Par.				p.c.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Oars.										B. M. E.				Freight.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M.				M			

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Abbreviations: "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

Abstract of General Balance Sheet.													Value of Shares.											
Railroad.			Rolling Stock.			Companies.			Property and Assets.			Liabilities.			Operations.			Earnings.		Market.				
Main Line.			Branch Line.			2d Track and Sidings.			Railroad in progress.			Engineers.			Car.			Par.			p-c.			
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.		M.	
M.			M.			M.			M.			M.			M.			M.			M.			

CANALS, &c.

May 31, 1898	13.6	—	—	—	Chesapeake & Delaware Canal, Del. & Md.	3,320,736	—	—	1,992,463	2,089,490	—	—	—	13.6	—	—	—	445,969	302,488	59	88
Sept. 30, 1898	13.6	—	—	—	Chesapeake and Ohio Canal, Md. & Va.	10,506,309	—	—	8,229,594	—	—	—	—	184.5	—	—	—	—	—	23	—
Oct. 31, 1898	60.0	—	—	—	Delaware Division Canal, Pennsylvania	2,433,000	—	—	1,633,350	800,000	—	—	—	108.0	—	—	—	—	—	8	94
Oct. 31, 1898	108.0	—	—	—	Delaware & Hudson Canal, Penn. & N. Y.	6,888,184	—	—	14,907,300	2,031,000	—	—	—	108.0	—	—	—	—	—	14	—
Dec. 31, 1898	43.0	22.5	—	—	Delaware and Raritan Canal, New Jersey	4,500,607	—	—	4,469,969	—	—	—	—	161.0	—	—	—	912,108	886,347	50	—
Oct. 31, 1898	136.0	25.0	—	—	Lehigh Canal, Pennsylvania	—	—	—	64,000	813,511	—	—	—	161.0	—	—	—	—	—	50	—
Oct. 31, 1898	48.0	—	—	—	Lehigh Navigation, Pennsylvania	4,465,000	—	—	8,739,800	14,004,387	—	—	—	108.0	—	—	—	603,967	397,785	50	69
Feb. 29, 1898	102.0	5.0	—	—	Morris Canal, New Jersey	3,392,221	—	—	2,730,000	1,049,290	—	—	—	102.0	—	—	—	450,135	162,972	100	30
Oct. 31, 1898	173.0	—	—	—	Pennsylvania Canal, Pennsylvania	3,451,000	—	—	2,750,000	701,000	—	—	—	178.0	—	—	—	258,300	30,107	50	31
Oct. 31, 1898	108.3	—	—	—	Schuylkill Navigation, Pennsylvania	13,842,179	—	—	4,797,185	7,762,720	—	—	—	108.3	—	—	—	1,026,580	—	50	14
Oct. 31, 1898	45.0	—	—	—	Sueq. & Tide Water Canal, Penn. & Md.	4,685,297	—	—	2,002,746	2,628,310	—	—	—	45.0	—	—	—	166,589	86,081	50	24
Oct. 31, 1898	77.6	10.0	—	—	Union Canal, Pennsylvania	5,907,850	—	—	2,907,850	3,000,000	—	—	—	87.6	—	—	—	60,830	5,207	50	—
Oct. 31, 1898	42.0	81.0	—	—	West Branch and Susquehanna, Penn.	1,706,000	—	—	1,100,000	749,000	—	—	—	123.0	—	—	—	297,884	28,513	50	—
Oct. 31, 1898	64.0	—	—	—	Wyoming Valley Canal, Pennsylvania	2,000,000	—	—	800,000	800,000	—	—	—	123.0	—	—	—	124,895	39,931	8	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

PASSENGER RAILROAD BONDS.

Years ending.	Length equiv. single track.	Horses a' a Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.			COMPANIES.	Amount out- standing.	inter- Rate.	Pay- able.	Principal Payable.	Market Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.						
Sept. 30, '68	m. 7.37	No. 91	No. 12	Albany.....N.Y.	\$ 139,414	\$ 98,900	\$ 40,000	\$ 5,000	\$ 57,580	\$ Loss.	p. c.	100	100	Albany:	\$ 40,000	7	J. & J.	18	....
Nov. 30, '68	3.25	12	35	Albany st. Freight (B'ton).Mass.	72,674	31,500	29,514	12,191	6,771	3,093		100	100	1st Mortgage.....	694,000	7	J. & J.	1872	....
Oct. 31, '68	31.00	480	80	Allentown.....Pa.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	Broadway (Brooklyn):	35,000	7	J. & J.	18	....
Dec. 31, '68	22.00	401	50	Baltimore City.....Md.	110,000	110,000			8,800	1,193	6.8	100	100	1st Mortgage.....	600,000	7	J. & D.	1884	....
Sept. 30, '68	3.53	162	40	Bleeker st. & F.F. (N.Y.C.) N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	Broadway and 7th Avenue	80,000	7	J. & J.	18	....
Nov. 30, '68	10.76	791	106	Boston and Chelsea.....Mass.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	1st Mortgage.....	300,000	7	J. & J.	1872	....
Sept. 30, '68	16.00	10	30	Broadway (Brooklyn).....N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	Brooklyn, Bath & Coney I.	200,000	7	J. & J.	1875	....
Sept. 30, '68	74.00	1420	291	B'way & 7th Av. (N.Y.C.) N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	1st Mortgage.....	300,000	7	M & N	1878	....
Sept. 30, '68	11.00	201	43	Brooklyn City.....N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	Brooklyn City & Newtown:	300,000	7	J. & J.	1878	....
Sept. 30, '68	6.50	40	12	Brooklyn City & Newtown N.Y.	434,600	254,600	300,000	1,487				100	100	1st Mortgage.....	45,000	7	J. & J.	18	....
Sept. 30, '68	4.28	4	30	Brooklyn, Prosp. P. & Flatb. N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	Brooklyn & Rockaway B'ch:	180,000	7	J. & J.	1881	....
Sept. 30, '68	15.21	197	53	B'klyn & Rockaway Beach N.Y.	318,909	66,300	186,000	109,500	99,734	17,427	50	50	100	1st Mortgage.....	180,000	7	J. & D.	1881	....
Sept. 30, '68	7.85			Buffalo street.....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	Cambridge (Boston):	150,000	6	J. & J.	1883	92	
Nov. 30, '68	28.52			Bushwick (Brooklyn).....N.Y.	731,671	727,800	150,000	94	89,058	9.0	100	100	101	1st Mortgage.....	626,000	7	J. & J.	1874	....
Sept. 30, '68	1.76	39		Cambridge (Boston).....Mass.	29,758	21,130	6,000		18,645	4,097	10	10	100	Central Park, N. & E. River:	50,300	7	J. & J.	1870	....
Sept. 30, '68	36.00	561	149	Central City (Syracuse).....N.Y.	1,627,921	1,065,200	626,000	33,644	512,962	18,812		100	100	1st Mortgage.....	218,000	7	J. & J.	1875	....
Dec. 31, '68	9.20			Cen. P. & N. & E.R. (N.Y.C.) N.Y.								100	100	Citizens' (Pittsburg):	700,000	7	J. & J.	18	....
Oct. 31, '68	7.25	200	37	Cincinnati street.....O.	179,635	192,750			227,369	95,876	32.1	50	19	1st Mortgage.....	203,000	7	J. & J.	18	....
Oct. 31, '68	9.00	146	30	Citizens' (10th & 11th sts.) (Ph.) Pa.	234,045	176,000	66,300	7,700	139,864	31,708	24.5	50	44	Citizens' (Pittsburg):	30,000	7	J. & J.	1870	....
Dec. 31, '68	6.50			Citizens' (Pittsburg).....Pa.								100	100	1st Mortgage.....	218,000	7	J. & J.	1875	....
Sept. 30, '68	14.83	236	18	City Passenger (Cin.).....O.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	Coney Island and Brooklyn:	700,000	7	J. & J.	18	....
Sept. 30, '68	22.89	792	116	Coney Island (Brooklyn).....N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	D. Dock, E. Edw. & Battery	203,000	7	J. & J.	18	....
Sept. 30, '68	3.50			Dry Dock, E.B. & B. (N.Y.C.) N.Y.	42,605	34,815		2,448	8,721	3,443		100	100	1st Mortgage.....	160,000	7	J. & J.	1873	....
Oct. 31, '68	1.63	10	3	Dunkirk and Fredonia.....N.Y.	24,275	26,000	500		10,444	3,732		25	25	1st Mortgage.....	100,000	7	J. & J.	1870	86	
Sept. 30, '68	18.00	872	160	Easton and S. Easton.....Pa.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	Elkton Avenue (N. Y.):	100,000	7	J. & J.	1873	....
Dec. 31, '68	8.00	52	9	Eighth Avenue (N.Y. City) N.Y.	152,917	150,000						100	100	42d st. & G'd st. Ferry (N.Y.):	100,000	7	J. & J.	1873	....
Sept. 30, '68	1.74			Fairhaven and Westville.....Conn.	27,533	26,170			6,761	2,468		100	100	1st Mortgage.....	100,000	7	J. & J.	1873	....
Sept. 30, '68	15.38	387	50	Fifth Ward (Syracuse).....N.Y.	1,041,204	748,000	260,000		341,781	85,664	10.0	100	100	Real Estate.....	200,000	7	J. & J.	1869	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark (Ph.) Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	Frankford and Southwark:	350,000	7	J. & J.	1874	....
Sept. 30, '68	3.25	16	5	Frankford & Water st. (Syr.) N.Y.	54,200	42,500	9,000	400	8,653	159		100	100	1st Mortgage.....	30,000	7	J. & J.	18	....
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	Germantown:	100,000	7	J. & J.	1870	86	
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	1st Mortgage.....	100,000	7	J. & J.	1870	86	
Sept. 30, '68	5.50	92	16	Gr'd st. & Newtown (B'kn) N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	Grand Mt. and Newtown:	30,000	7	J. & J.	18	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.) Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	1st Mortgage.....	130,000	7	J. & J.	1877	....
Sept. 30, '68	10.00	122	23	Greenpoint & Wm'g. (Bkn) N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	Hart. Br., Morris'a & Fordh:	165,700	7	J. & J.	1874	....
Oct. 31, '68	2.14	18	6	Harlem Br. Morr. & F'dham N.Y.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	Hoboken and Weehawken N.J.	74,000	7	M & N	1878	....
Dec. 31, '68	9.00	19	6	Harrisburg City.....Pa.	180,000	180,000						100	100	1st Mortgage.....	74,000	7	M & N	1878	....
Oct. 31, '68	13.17	345	78	Hartford & Wethersfield. Conn.	472,687	306,390	165,700	3,292	262,829	40,431	50	50	13	Lombard and South st. (Ph.):	62,500	7	J. & J.	1873	75	
Dec. 31, '68				Hestonv., Mantua & Fairm. N.J.								100	100	1st Mortgage.....	50,000	6	J. & J.	1872	....
Sept. 30, '68	2.50			Hoboken and Hudson City N.J.								100	100	1st Mortgage.....	50,000	6	J. & J.	1872	....
Dec. 31, '68	10.47			Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	Malden and Melrose:	52,600	6	A. & O	1880	....
Sept. 30, '68	3.56	28	9	Jersey City & Bergen Point N.J.	78,989	75,000			20,971	2,170	3	100	100	Metropolitan (Brooklyn):	191,900	7	J. & J.	1878	....
Oct. 31, '68	5.20	113	21	Kingston and Rondout.....N.Y.	165,627	90,000	62,500	10,560	70,353	9,702	25	9	9	1st Mortgage.....	101,900	7	J. & J.	1878	....
Nov. 30, '68	4.03	48	9	Lombard and South st. (Ph.) Pa.	69,416	55,830		2,080	129,240	3,411		100	100	Middlesex (Boston)	98,500	6	J. & D.	18	85	
Nov. 30, '68	12.50	201	32	Lowell Horse.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	1st Mortgage sinking fund	100,000	7	J. & J.	1870	86	
Nov. 30, '68	3.60			Lynn and Boston.....Mass.	60,246		52,600		24,472			100	100	1st Mortgage.....	100,000	7	J. & J.	1870	86	
Nov. 30, '68	1.00			Malden and Melrose (B'tn). Mass.	177,624	177,700						100	100	Orange and Newark:	100,000	6	J. & J.	1881	....
Nov. 30, '68	3.08			Marginal Freight (Boston). Mass.	27,500	21,000	6,500		2,240			100	100	1st Mortgage.....	100,000	6	J. & J.	1880	....
Nov. 30, '68	5.11	37	6	Medford & Charlestown (B'tn). Mass.	50,241	50,000		12,510	18,014	2,249		100	100	1st Mortgage.....	100,000	6	J. & J.	1880	....
Sept. 30, '68	6.00	58	13	Merrimac Valley.....Mass.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	Philadelpia City:	200,000	6	J. & J.	1879	85	
Nov. 30, '68	42.86	791	156	Metropolitan (Brooklyn).....N.Y.	1,543,729	1,250,000		177,164	765,981	135,264	10.0	100	100	Philadelphia and Darby:	89,000	7	J. & J.	1876	....
Nov. 30, '68	7.42	254	47	Metropolitan (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	1st Mortgage.....						

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (t) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,019,000	7	7	100
Atlantic and St. Lawrence* guar.	2,494,000	4	4	100
Baltimore and Ohio, pref.	3,000,000	6	6	100
Berkshire, * guaranteed	600,000	7	7	100
Blossburg and Corning* guar.	250,000	5	5	100
Boston, Concord and Montreal, pref.	1,340,000	6	6	100
Buffalo, N. York and Erie, * guar.	950,000	7	7	74
Camden and Atlantic, pref.	600,000	7	7	100
Catawissa, * pref. and guar.	2,200,000	7	7	71
Cayuga and Susquehanna, * guar.	589,110	9	9	100
Cedar Rapids & Missouri, * preferred and guaranteed	755,000	7	3	100
Central Ohio, preferred	400,000	7	7	20
Chesapeake, preferred	380,000	8	8	100
Chicago and Alton, pref.	2,017,815	7	3	100
Chicago and Iowa and Nebraska, * guar.	2,425,400	7	10	150
Chicago and Northwestern, pref.	2,600,000	10	10	100
Chicago and Northwestern, pref.	18,159,097	7	10	89
Cleveland and Mahoning, * guar.	2,056,000	7	7	100
Cleveland and Toledo, * guar.	6,250,000	8	8	100
Cochecho, preferred	177,750	8	8	100
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87
Cumberland Valley, 1st pref.	241,900	8	8	114
" 2d pref.	242,000	8	8	100
Delaware, * guaranteed	594,261	6	6	100
Detroit & Milwaukee, * preferred and guaranteed	1,500,000	6	6	100
Dubuque and Sioux City, * preferred and guaranteed	1,988,170	7	7	97
Dubuque Southwestern, pref.	330,308	7	7	100
Elmira (N. H.), * guaranteed	492,500	8	8	100
Elmira, Jefferson and Canandaigua, * guaranteed	500,000	5	5	100
Elmira and Williamsport, * guar.	500,000	5	5	100
Elmira and Williamsport, * preferred and guaranteed	500,000	7	7	80
Erie, preferred	6,536,910	7	7	43
Hannibal and St. Joseph, pref.	6,253,836	7	7	109
Harrisburg and Lancaster, * guar.	1,182,560	7	7	100
Housatonic, preferred	1,180,000	8	8	84
Huntingdon & Broad Top Mountain, preferred	190,750	7	3	100
Joliet and Chicago, * guar.	1,500,000	7	7	100
Joliet and Northern Indiana, * guar.	300,000	8	8	100
Lackawanna and Bloomsburg, pref.	500,000	7	7	100
Leeds and Farmington, * guar.	2,646,100	7	7	100
Little Schuylkill, * guar.	848,315	9	9	99
Louisville, Cincinnati and Lexington preferred	6,536,135	6	6	20
Marietta and Cincinnati, 1st pref.	4,051,744	6	6	8
" 2d pref.	1,000,000	9	9	100
Manchester and Lawrence* guar.	586,800	10	10	100
Michigan Southern, guaranteed	323,375	10	10	100
Mill Creek and Mine Hill, * guar.	323,375	10	10	100
Milwaukee and P. & Chien, 1st pref.	7,744,268	7	7	89
" 2d pref.	3,775,000	8	8	100
Milwaukee and St. Paul, preferred	282,250	12	12	100
Minneapoli and Schuylkill Haven, * guar.	1,244,000	2	2	100
Mount Carbon & Ft. Carbon, * guar.	1,000,000	6	6	141
New Haven and Harlem, pref.	1,000,000	6	6	100
Niagara Br. and Canandaigua, * guar.	155,000	8	8	100
North Eastern (S. C.), preferred	1,037,000	8	8	108
Ohio and L. Champlain, pref.	3,500,000	7	7	70
Ohio and Mississippi, pref.	3,000,000	8	8	100
Patterson and Hudson, * guar.	248,000	5	5	100
Patterson and Ramapo, * guar.	1,200,000	6	6	100
Peoria and Bureau Valley, * guar.	5,996,700	10	10	100
Philadelphia and Erie, * guar.	1,551,800	10	10	100
Philadelphia and Reading, pref.	1,099,120	10	10	100
Philadelphia and Trenton, * guar.	450,000	6	6	100
Pittsfield and North Adams, * guar.	202,400	6	6	100
Port & Kennebec (Yarmouth) guar.	1,500,000	6	6	100
Portland, Sagadahoc and Portsmouth, * guar.	350,000	7	7	100
Portsmouth and Concord, * guar.	142,900	7	7	100
Richmond, Fredericksb. & Potomac, guaranteed	557,560	7	7	100
Rochester and Genesee Valley, * guar.	2,040,000	7	7	50
Rutland, preferred	445,596	6	6	34
St. Louis, Alton and T. H., pref.	676,050	6	6	100
Sandusky and Cincinnati, pref.	829,450	6	6	100
Schuylkill Valley, * guar.	1,300,000	7	7	100
Shamokin Valley & Potomac, * guar.	1,700,000	7	7	100
Shamokin Valley & Potomac, * guar.	1,000,000	7	7	100
Tol., Peoria & Warsaw (W. D.) pref.	274,000	7	7	72
Tol., Peoria & Warsaw (W. D.) pref.	2,500,000	7	7	100
Toledo, Wabash and Western, pref.	1,408,300	7	7	100
Troy and Greenbush, * guar.	200,000	6	6	100
Vermont and Canada, * guar.	317,050	2	2	100
Warren, * guar.	1,000,000	7	7	100
White Mountains, * guar.	1,000,000	7	7	100
Wrightsv. York & Gettysburg, * pref.	1,000,000	7	7	100
CAVAL STOCKS:				
Delaware Division, * guar.	1,633,350	8	8	100
Morris, preferred	1,175,000	10	10	64
Schuylkill Navigation, pref.	2,888,997	6	6	34
Union, preferred	1,000,000	6	6	100
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	5,774,400	7	7	34
Marietta Mining, pref.	5,774,400	7	7	20

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ cents per lb.; Pig, \$9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	32	@	34
Pig, American, No. 1.....	per ton	34	@	35
Pig, American, No. 2.....	per ton	33	@	34
Pig, American, Forge.....	per ton	30	@	31
Bar, Refined, English and American.....	per ton	82	@	85
Bar, Sweden, assorted sizes.....	(gold)	85	@	97

STORE PRICES.

Bar, Sweden, ordinary sizes.....	Less 5 per ct.	120	@	130
Bar, Refined.....	"	82	@	85
Bar, Common.....	"	80	@	80
Scroll.....	"	110	@	145
Ovals and Half-round.....	"	100	@	130
Band.....	"	105	@	—
Horse Shoe.....	"	105	@	—
Rods, 1½-16 inch.....	"	90	@	140
Hoop.....	"	110	@	155
Nail Rod.....	Less 5 per ct., per lb.	8	@	8½
Sheet, Russia, as to No.'s.....	(gold)	11	@	12
Sheet, Single D. and T. Common.....	"	54	@	7
Rails, English.....	(gold), per ton.	57	@	—
Rails, American, at Works in Penna. c'y.	76	@	77	—
Anvils, Eagle.....	per lb.	9	@	—

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, (2d and 1st quality), per lb.	16	@	20
English Spring (2d and 1st quality).....	7	@	10
English Blister (2d and 1st quality).....	11	@	18
English Machinery.....	11	@	14
English German (2d and 1st quality).....	13	@	15
American Blister "Black Diamond".....	13	@	15
American, Cast, Tool, do.....	9	@	12
American, Spring, do.....	9	@	12
American Machinery do.....	10	@	12
American German do.....	10	@	12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ cents per lb. (Cash.)

Cut, 4d. @ 10d.....	per 100 lb.	4	@	62
Clinch.....	"	6	@	25
Horse Shoe, Forged (No. 6 to 9).....	per lb.	23	@	22
Copper.....	"	38	@	20

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

17N-DUTY: Pig, Bars and Block, 15 per cent. ad val.;				
Plate and Sheets and Terne Plates, 25 per cent. ad val.				
Banca.....	(gold), per lb.	32	@	—
Straits.....	(gold),	30½	@	31
English.....	(gold),	—	@	29½
Plates—Fair to good brands.....		Gold.	Currency.	
I. C. Charcoal.....	per box. 8	@ 8 37½	10	@ 10 50
I. C. Coke.....	6 75	@ 7 37½	8 50	@ 9 50
Coke Terne.....	—	@ 6 7	9 50	@ 8 —
Charcoal Terne.....	7 50	@ 8 —	7 25	@ 10 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk), per gall.	16	@	16
Crude, 40 @ 47 gravity (in shipping order).....	22	@	22
Refined, in bond, prime L. S. to W. (110 @ 115 test).....	29	@	29
Refined, Standard White (in ship's order).....	30	@	31
Refined, prime White (in shipping order).....	30	@	31
Refined, S. W. (in merchantable order).....	33	@	33
Naphtha, Refined, (60 @ 63 gravity).....	11	@	11
Residuum.....	4	@	5

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 5 cents per sq. foot; above that, and not exceeding 24 by 30 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.)		(Old List.)			
SIZES.		1st.	2d.	3d.	4th.
A.		B.	C.	D.	
6 by 8 to 7 by 9.....	7 75	8 00	8 50	9 00	9 50
8 by 10 to 10 by 15.....	8 25	9 00	9 50	10 00	10 50
11 by 14 to 12 by 18.....	9 75	10 00	10 50	11 00	11 50
14 by 16 to 16 by 24.....	10 50	11 00	11 50	12 00	12 50
18 by 22 to 18 by 30.....	12 25	13 00	13 50	14 00	14 50
20 by 30 to 24 by 30.....	15 00	16 00	16 50	17 00	17 50
24 by 31 to 24 by 36.....	16 50	17 00	17 50	18 00	18 50
25 by 36 to 30 by 44.....	17 50	18 00	18 50	19 00	19 50
30 by 46 to 32 by 48.....	20 00	20 50	21 00	21 50	22 00
32 by 50 to 32 by 56.....	22 00	22 50	23 00	23 50	24 00
Above.....	25 00	26 00	26 50	27 00	27 50

(The above subject to a discount of 55 @ 60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)		(New List, Aug. 20th.)			
SIZES.		1st.	2d.	3d.	4th.
A.		B.	C.	D.	
6 by 8 to 8 by 10.....	(4 qts.)	per 50 feet	10	@	7 75
8 by 11 to 10 by 15.....	(4 qts.)	per 50 feet	10	@	8
11 by 14 to 12 by 18.....	(4 qts.)	per 50 feet	12	@	9 25
14 by 16 to 16 by 24.....	(4 qts.)	per 50 feet	12	@	9 75
18 by 22 to 18 by 30.....	(4 qts.)	per 50 feet	10	@	10 50
20 by 28 to 24 by 30.....	(4 qts.)	per 50 feet	18	@	12
26 by 30 to 24 by 36.....	(4 qts.)	per 50 feet	19	@	12 50
28 by 34 to 28 by 40.....	(3 qts.)	per 50 feet	21	@	16
28 by 46 to 30 by 48.....	(3 qts.)	per 50 feet	22	@	16 50
30 by 50 to 32 by 56.....	(3 qts.)	per 50 feet	23	@	18
32 by 54 to 34 by 56.....	(3 qts.)	per 50 feet	24	@	19 50
34 by 58 to 36 by 60.....	(3 qts.)	per 50 feet	25	@	20
36 by 60 to 40 by 60.....	(3 qts.)	per 50 feet	30	@	22

(Subject to a discount of 55 @ 60 per cent.)

English sells at 40 @ 50 per cent. of the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 9.

	Th. 3.	F. 4.	Sat. 5.	M. 7.	Tu. 8.	W. 9.
Canton Co.....	58	59	59	58	58	59
Central Pacific 6s.....	94	94	95	95	95	95
Central of N. Jersey.....	98	98	99	99	100	100
Chicago & Alton.....	145	145	146	147	148	149
.. pref.....	145	146	147	148	149	150
.. 1 M.....	145	146	147	148	149	150
.. S. F.....	145	146	147	148	149	150
.. Inc. bds.....	88	88	88	88	88	88
Chicago, Burl. & Q.....	155	155	155	158	158	158
.. 8s, 1883.....	110	110	110	111	111	111
Chi. & Gt. Eastern 1st m.....	72	72	72	72	72	73
Chic. & Northwestern 73.....	72	72	72	72	72	73
.. pref.....	89	89	89	89	89	89
.. 1st M.....	91	91	91	91	91	92
.. S. F.....	91	91	91	91	91	92
.. Consol.....	90	90	90	90	90	90
Chic., Rock Isl. & Pac.....	100	100	100	100	100	118
Chicago & R. I. 7s, 1870 100	100	100	100	100	100	100
Chi., R. I. & Pa. 7s, 1896.....	74	74	74	74	74	96
Clev., Col., C. and Ind. 73.....	74	74	74	74	74	74
Clev. and Pittsburgh.....	92	92	95	96	97	98
.. 2 M.....	92	92	95	96	97	98
.. 3 M.....	92	92	95	96	97	98
.. 4 M.....	92	92	95	96	97	98
Clev. and Toledo.....	74	74	74	74	74	74
.. S. F. 7s.....	97	97	97	97	98	98
Col., Chi., & Ind. C.....	21	21	20	20	19	19
.. 1 M.....	76	76	75	77	76	76
.. 2 M.....	76	76	75	77	76	76
Cumberland Coal pref.....	33	33	32	32	33	34
Del. & Hudson Canal.....	105	105	105	105	105	105
Del., Lack. & Western.....	105	105	105	105	105	105
.. 1 M 7s.....	105	105	105	105	105	105
.. 2 M 7s.....	105	105	105	105	105	105
Dubuque & Sioux City.....	108	108	108	109	109	109
Erie Railway.....	25	25	25	25	25	24
.. pref.....	43	43	43	43	43	43
.. 1 M 7s, 1897.....	95	95	95	95	95	95
.. 2 M 7s, 1879 90	90	90	90	90	90	91
.. 3 M 7s, 1883 86	86	86	86	86	86	86
.. 4 M 7s, 1880.....	80	80	80	82	82	82
.. 5 M 7s, 1888.....	75	75	75	75	75	75
Great Western 2d mort.....	77	77	77	77	77	77
Hannibal & St. Joseph.....	107	108	108	109	108	108
.. pref.....	107	108	109	109	109	109
Hudson River.....	107	108	109	109	109	109
.. 1 M 7s, 1869.....	107	108	109	109	109	109
.. 2 M S. F.....	107	108	109	109	109	109
.. 3 M 7s, 1875.....	107	108	109	109	109	109
Illinois Central.....	138	138	141	142	142	144
.. bonds.....	138	138	141	142	142	144
Lake Shore & Mich. S'th.....	85	85	85	86	86	88
Lake Shore Div. bonds.....	88	88	88	88	88	88
Marietta & Cin. 1st pref.....	20	20	20	20	20	20
.. 2d pref.....	20	20	20	20	20	20
Michigan Central.....	118	118	119	119	119	120
.. S. F. 8s, 1882.....	118	118	119	119	119	120
.. conv. 8s, '69.....	118	118	119	119	119	120
M. S. and N. I. 1 M S. F. 97	97	97	97	97	97	97
.. 2 M.....	97	97	97	97	97	97
Mariposa Mining Co.....	10	9	10	10	10	10
.. pref.....	20	19	21	21	21	20
.. Tr. 10s cts.....	50	50	50	51	51	51
Milw. and St. Paul.....	72	72	72	73	73	74
.. pref.....	86	86	87	87	87	88
.. 1st mort.....	89	90	90	90	90	90
.. 2d mort.....	88	88	88	88	88	88
.. 8s.....	88	88	88	88	88	88
.. 7 3-10s con.....	89	89	89	89	89	89
Missouri 6s.....	91	90	90	90	91	90
.. H. & St. J. iss. 91	91	90	90	90	91	91
Morris and Essex.....	86	86	86	86	86	86
.. 1st mort.....	100	100	100	100	100	101
.. 2d mort.....	92	92	92	92	92	92
New York Central.....	97	97	97	97	97	97
.. 7s, S. F. 1876.....	97	97	97	97	97	97
.. 7s, conv. '76.....	97	97	97	97	97	97
.. 6s, S. F. 1883.....	90	90	90	90	90	91
.. 6s, S. F. 1887.....	90	90	90	90	90	91
N. Y. Cen. & Hud. Riv. 97	97	97	97	97	97	97
.. certificates.....	94	94	96	96	96	96
N. York and Harlem.....	140	140	142	144	144	148
.. pref.....	140	140	142	144	144	148
.. 1 M 7s, 1873.....	140	140	142	144	144	148
N. Carolina 6s.....	42	42	43	43	44	44
.. new.....	25	25	27	25	25	25
Ohio and Miss.....	26	26	26	28	28	29
.. pref.....	26	26	26	28	28	29
.. 1st M.....	93	93	93	93	93	93
Pacific Mail S. S. Co.....	42	40	41	41	41	41
Panama.....	175	173	170	171	171	172
Phila. and Reading.....	96	96	96	97	97	97
Pitta., Ft. W. & Chi. gtd. 89	89	89	89	90	90	91
.. 1 M.....	89	89	89	90	90	91
.. 2 M.....	96	96	96	96	96	96
.. 3 M.....	96	96	96	96	96	96
Quicksilver Mining Co. 15	15	14	14	15	14	15
St. L., Alton & T. H.....	26	26	26	27	27	28
.. pref.....	59	59	62	60	61	61
.. 1 M.....	59	59	62	60	61	61
.. 2 M pref.....	79	79	79	79	79	79
.. Income bds.....	75	75	74	74	74	74
Tennessee 6s.....	54	55	55	56	57	56
.. new.....	42	48	49	49	49	49
Tol., Wab. & Western.....	47	48	48	48	47	47
.. pref.....	47	48	48	48	47	47
.. 1 M ex.....	89	89	89	89	89	89
.. 2 M.....	89	89	89	89	89	89
.. Equipment.....	89	89	89	89	89	89
Union Pacific 1st mort.....	86	85	86	86	87	87
Virginia 6s, ex-coupon.....	62	62	62	62	62	62
.. new.....	65	66	67	69	68	68

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	111½	112½	112½	112½	112½	112½
U. S. 5s, 1871, coup.	111½	112½	112½	112½	112½	112½
U. S. 5s, 1874, reg.	111½	112½	112½	112½	112½	112½
U. S. 5s, 1874, coup.	111½	112½	112½	112½	112½	112½
U. S. 5s, 10-40s, reg.	111½	112½	112½	112½	112½	112½
U. S. 5s, 10-40s, coup.	111½	112½	112½	112½	112½	112½
U. S. 5s, 1881, reg.	111½	112½	112½	112½	112½	112½
U. S. 5s, 1881, coup.	111½	112½	112½	112½	112½	112½
U. S. 5s, '81, O.W.L. y.	111½	112½	112½	112½	112½	112½
U. S. 5s, 1881, . . . y.	111½	112½	112½	112½	112½	112½
U. S. 5s, 5-20s, reg. '62.	111½	112½	112½	112½	112½	112½
U. S. 5s, 5-20s, c. 1862-115½	111½	112½	112½	112½	112½	112½
U. S. 5s, 5-20s, reg. '64.	111½	112½	112½	112½	112½	112½
U. S. 5s, 5-20s, c. 1864.	111½	112½	112½	112½	112½	112½
U. S. 5s, 5-20s, reg. '65-115½	111½	112½	112½	112½	112½	112½
U. S. 5s, 5-20s, c. 1865-115½	111½	112½	112½	112½	112½	112½
U. S. 5s, 5-20s, r. n. '65.	111½	112½	112½	112½	112½	112½
U. S. 5s, 5-20s, c. n. '65.	111½	112½	112½	112½	112½	112½
U. S. 5s, 5-20s, reg. '67-114½	111½	112½	112½	112½	112½	112½
U. S. 5s, 5-20s, c. 1867-114½	111½	112½	112½	112½	112½	112½
U. S. 5s, 5-20s, reg. '68.	111½	112½	112½	112½	112½	112½
U. S. 5s, 5-20s, c. '68.	111½	112½	112½	112½	112½	112½
U. S. 5s, Pac.R.R. issue 111½	111½	112½	112½	112½	112½	112½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.
Catawissa						
.. preferred	35	35	35	35	35	35
Camden and Amboy ..114½	114½	114½	114½	114½	114½	115
.. 6s, 1870	84	84	84	84	84	84
.. 6s, 1875	84	84	84	84	84	84
.. 6s, 1883	84	84	84	84	84	84
.. 6s, 1889	84	84	84	84	84	84
.. mort. 6s, '89.	93	93	93	93	93	93
Elmira & Williamsport						
.. pref.	33	33	33	33	33	33
Lehigh Navigation						
.. 6s, 1884	84	84	84	84	84	84
.. Gold L.	91½	92½	92½	92½	92½	92½
.. R. R. L.	88	88	88	88	88	88
Lehigh Valley R.R. 53½	54	54	54	54	54	54
.. 6s new coup.	94	95	95	95	95	95
.. 6s new reg.	94	95	95	95	95	95
Little Schuylkill R.R.						
.. 7s	41½	41½	41½	41½	41½	41½
Minehill						
.. 7s	51½	51½	51½	51½	51½	51½
Morris Canal						
.. pref.	62	62	62	62	62	62
.. 6s, 1876	96	96	96	96	96	96
North Pennsylvania .. 96	96	96	96	96	96	96
.. 6s, 1880	96	96	96	96	96	96
.. 7s	96	96	96	96	96	96
.. 10s, 1887	96	96	96	96	96	96
Northern Central						
.. 1st M.	56	56	56	56	56	56
.. 2d M.	98	98	98	98	98	98
Penn. State 6s, 1st series.. 104½	104½	104½	104½	104½	104½	104½
.. 6s, 2d series.. 106	106	106	106	106	106	106
.. 6s, 3d series.. 107½	107½	107½	107½	107½	107½	107½
.. 6s, W. L. 100	100	100	100	100	100	100
Philadelphia City, 6s						
.. new	100½	100½	100½	100½	100½	100½
Philad. Germ. & Nor.						
.. 7s	48½	48½	48½	48½	48½	48½
Phila. & Reading .. 47½	47½	47½	47½	47½	47½	47½
.. 7s, 1893	104	104	104	104	104	104
Philadelphia and Erie .. 28½	28½	28½	28½	28½	28½	29
.. 6s	87	87	87	87	87	87
.. 7s	87	87	87	87	87	87
Schuylkill Navigation						
.. pref.	15	15	15	15	15	15
.. 6s, 1882	55	55	55	55	55	55
.. 6s, 1876	50	50	50	50	50	50
.. 6s, 1872	50	50	50	50	50	50
Susq. Canal						
.. 6s, 1878	12½	12½	12½	12½	12½	12½
Union Canal, pref.						
.. 6s, 1878	12½	12½	12½	12½	12½	12½
Hestonville, (Horse) .. 12½	12½	12½	12½	12½	12½	12½
Chestnut & Wal.						
.. Green & Coates	40	40	40	40	40	40
.. 2d and 3d streets	40	40	40	40	40	40
.. Spruce and Pine	20	20	20	20	20	20
.. 13th and 15th sts.	19	19	19	19	19	19

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.
Baltimore City 6s, 1875 .. 92½	92½	92½	92½	92½	92½	92½
.. 1880	90	90	90	90	90	90
.. 1890	91½	91½	91½	91½	91½	91½
.. 1893	91½	91½	91½	91½	91½	91½
Balt and Ohio .. 128½	128½	128½	128½	128½	128½	128½
.. bonds, 1875	92	92	92	92	92	92
.. 1880	92	92	92	92	92	92
.. 1885	92	92	92	92	92	92
Marietta & Cin. 1st M. 87	87	87	87	87	87	87
.. 2d M.	68	68	68	68	68	68
Northern Central .. 44½	44½	44½	44½	44½	44½	44½
.. bonds, 1885	88	88	88	88	88	88
.. 1900	88	88	88	88	88	88
N. W. Va. 1st mort. .. 92	92	92	92	92	92	92
.. 2d mort.	92	92	92	92	92	92
.. 3d mort.	92	92	92	92	92	92
City Passenger R.R. .. 18	18	18	18	18	18	18

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
Boston and Albany .. 154	154	154	154	154	154	155
Boston and Lowell .. 135	135	135	135	135	135	135
Boston and Maine .. 147	147	147	147	147	147	147
Boston and Providence .. 139	139	139	139	139	139	139
Boston, Hartford & Erie 6½	6½	6½	6½	6½	6½	6½
.. 7s, new	44½	44½	44½	44½	44½	44½
Cheshire, pref. .. 93	93	93	93	93	93	93
Concord .. 81	81	81	81	81	81	81
Connecticut River .. 117½	117½	117½	117½	117½	117½	117½
Eastern .. 118	118	118	118	118	118	118
Fitchburg .. 130½	130½	130½	130½	130½	130½	130½
Manchester & Law're .. 119	119	119	119	119	119	119
Michigan Central .. 118½	118½	118½	118½	118½	118½	118½
Northern, N. H. .. 112	112	112	112	112	112	112
Ogdens. & Lake Champ 63½	63½	63½	63½	63½	63½	63½
.. pref.	108	108	108	108	108	108
Old Colony & Newport 95	95	95	95	95	95	95
Ph. Wil. & Baltimore .. 52	52	52	52	52	52	52
Port'd, Saco & Ports. .. 112	112	112	112	112	112	112
Union Pacific 6s .. 86	86	86	86	86	86	86
.. Land Grant 7s 64	64	64	64	64	64	64
Vermont & Canada .. 101½	101½	101½	101½	101½	101½	101½
Vermont & Mass. .. 101	101	101	101	101	101	101
South Boston (Horse) .. 101	101	101	101	101	101	101
Cambridge .. 67½	67½	67½	67½	67½	67½	67½
Metropolitan .. 78	78	78	78	78	78	78
Middlesex .. 67	67	67	67	67	67	67
Central Mining Co. .. 6	6	6	6	6	6	6
Copper Falls .. 6	6	6	6	6	6	6
Franklin .. 31½	31½	31½	31½	31½	31½	31½
Huron .. 31½	31½	31½	31½	31½	31½	31½
Isle Royale .. 31½	31½	31½	31½	31½	31½	31½
National .. 31½	31½	31½	31½	31½	31½	31½
Minnesota .. 31½	31½	31½	31½	31½	31½	31½
Pewabic .. 31½	31½	31½	31½	31½	31½	31½
Pittsburg .. 31½	31½	31½	31½	31½	31½	31½
Quincy .. 31½	31½	31½	31½	31½	31½	31½

London Stock Exchange.

—Closing Prices—
Jan. 14. Jan. 21.

Atl. & Gt. West. N. Y. sec. 7 per ct.	50	60	50	60
1st mort., 1880	45	55	45	55
Do. do., 2d mort., 1881	50	60	50	60
Do. Penn., 1st mort., 1877	45	55	45	55
Do. do., 2d mort., 1882	24	25	24	25
Do. Consol. 7 per cent. mort. 1890	65	67	65	67
Detroit and Milwaukee 1st mort. 7s.	65	67	65	67
Do. 2d mort. 8 p. c.	17	17	18	18
Erie shares 100 dol. all paid.	60	65	60	65
Do. sterlg. 6 p. c. convertible bonds	60	65	60	65
Do. 3d mort. 7 p. c. 1883	60	65	60	65
Illinois Central, 6 per cent., 1875	101	103	101	103
Do. Redemption mort. bonds 6 p. c. 101	101	103	101	103
Do. 7 per cent., 1875	99½	101½	99½	101½
Do. 100 dol. shares, all paid.	75	78	75	78
Marietta and Cin. R. R. bonds 7 p. c.	90	100	90	100
New York Central, 100 dol. shares.	100	106	100	106
Penn. R. R. bonds, 2d mort. 6 per ct.	86	88	86	88
Do. General mort. 6 p. c. 1910	88	89	88	89
Philadelphia and Erie 1st mort. 1881	88	89	88	89
Do. with option to be paid in Phila.	88	89	88	89

American Railroad Journal.

Saturday, February 13, 1870.

Stock Exchange and Money Market.

The Money Market has shown no really new features. The supply available to borrowers, especially on call, has been in excess of the demand for accommodation, and rates have been quoted easy on the basis of 4@6 per cent. in a temporary form, and 7@8 per cent. per annum on prime mercantile credits. The city banks, last week, added over 4½ millions to their deposits, and 1¼ millions to their reserve of legal tender notes, while reporting a reduction of nearly 1½ millions of their specie average. The loan and discount average was increased over four millions. The specie average is now about 39 millions; and the legal tender hoard exceeds 58 millions. The deposits are 215 millions, against 190 millions at the beginning of the year. The U. S. Sub-Treasury, last week, reported an increase of about 1½ millions in its currency balance, with a slight addition to its coin reserve. The general balance of the office on Wednesday, was \$82,617,568, against \$80,766,970 on the 1st inst.

The specie reserve of the city banks according to the latest return is \$88,997,246, against \$27,939,404 same time last year. The city bank

deposits are now \$214,739,179, against \$196,602,899 week ending Feb. 6, 1869. The legal tender reserve amounts to \$58,048,384, against \$53,424,133 same time last year. The circulation now stands at \$33,746,481, against \$24,246,436 same time last year. The loans are now \$264,514,119, against \$266,541,732 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about \$90,206,700 a day, against a daily average of \$91,603,925 the preceding week, and \$88,361,485 the week ending with Jan. 23, 1870. The current week's exchanges average about 87 millions a day. The city banks, last week, reported a loss of \$1,478,468 of specie, with a further gain of \$4,588,266 of deposits, and \$1,266,216 of legal tender notes. They increased their loans, \$4,189,848; and their circulation, \$34,199.

National Bank notes to the amount of \$188,270 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to \$320,514,391, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$20,922,010, leaving, with the existing 1,614 banks, (having an aggregate capital of \$426,399,151,) an actual circulation at this date, of \$299,592,381. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,310,350; and for the public deposits, \$18,571,00

The excises have yielded about four millions; customs at the port of New York, \$2,270,674, and at the outports about \$750,000 (in coin) more, making the grand total income for the week equal to about \$8,183,000 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been 103 millions.

A moderately active movement has been reported in Gold, which has ranged from 120 $\frac{3}{8}$ @121 $\frac{3}{8}$, leaving off on Wednesday at 120 $\frac{3}{8}$. The speculative inquiry has shown some spirit. The customs call has been on an enlarged scale. There has not been much demand, however, for shipping purpose. The imports of foreign specie, last week, were considerably heavier than the exports of specie from the port. Government disposed of a million of Gold on the 3d inst., at 121.03@121.38. On Wednesday, of this week, the bidding for the million of Government Gold was unusually brisk. Messrs. Fisk & Hatch offered 120.40 for the whole amount. Messrs. Trevor & Colgate offered the same price for \$800,000. The million was awarded at from 120.40@120.60. The aggregate of the bids was nearly four millions (\$3,840,000.) The exciting news from Paris tended to stimulate speculation toward the close.

The customs demand for Gold last week, averaged \$384,000 a day; thus far, this week, it has averaged \$589,000 a day, or equal to a weekly aggregate of \$3,534,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$509,632; and since Jan. 1 1870, \$2,030,238, against \$600,794 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been \$76,749,653, against \$71,650,340 in 1868-'69.

The customs revenue at the port of San Francisco, from Jan. 1 to Jan. 28, was \$415,590, against \$452,750 same time last year.

The exports of specie, from this port, last week, were \$249,304, against \$996,953 same week last year; total, since July 1, 1869, \$19,588,248, against \$26,020,331 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$563,248, and since July 1, 1869, \$62,006,443, against \$62,240,371 in 1868-'69.

The specie exports from San Francisco, from Jan. 1 to Jan. 28, were \$3,188,344, against \$3,161,497 same time last year.

Foreign Exchange has been in fair demand, most of the week, and generally held with firmness. The offerings of prime bankers' bills have been very moderate. Bankers' prime sixty day bills on London closed buoyantly on Wednesday at 108 $\frac{3}{8}$ @109 $\frac{1}{8}$, and on Paris to 5.21 $\frac{1}{4}$ @5.17 $\frac{1}{2}$; sight bills on London to 109 $\frac{1}{8}$ @109 $\frac{3}{4}$, and on Paris to 5.16 $\frac{1}{2}$ @5.15. The offering of produce bills continue on a rather more liberal scale. The week's exports of domestic produce have been to the currency value of \$3,461,230, making the total since July 1, 1869, \$124,382,381, against \$96,864,510 same time preceding fiscal year.

Government securities have been in rather better supply, and very moderate request at drooping prices. The principal holders have not been offering their bonds with freedom at the going rates, as they have been generally looking for an early

rally in values. The later issues of the Fifties, and the U. S. Currency Six per cents have been most sought after. The foreign advances have not been favorable to active movements. Operators have been unwilling to do much either way, pending the action of Congress, on the funding project. The ruling of the Supreme Court, in the legal tender case, as published in the daily journals on Tuesday, though freely canvassed in the street, had but little influence on the public funds.

The bonds purchased by Secretary Boutwell up to the 1st of February, amount to \$96,273,050; and the accrued interest to \$809,334 36—making a grand total of \$97,082,384 36. The market value of these bonds, estimated at an average premium of twelve and a half per cent., would be \$108,307,181; \$25,497,500 of these belong to the sinking fund, and \$70,075,550 are held subject to the future action of Congress. The Secretary recommends in his annual report that the latter be added to the sinking fund, and the funding bill just reported provides for so doing.

U. S. sixes of 1881 closed here rather heavily at 118@118 $\frac{1}{4}$; U. S. Five-twenties of 1862, 114 $\frac{3}{8}$ @115 $\frac{1}{8}$; U. S. Five-twenties of 1864 at 114 $\frac{3}{8}$ @114 $\frac{3}{4}$; U. S. Five-twenties of 1865 at 114 $\frac{3}{8}$ @114 $\frac{3}{4}$; U. S. Five-twenties of 1865, consolidated, 113 $\frac{1}{2}$ @113 $\frac{3}{4}$; U. S. Five-twenties of 1867, 113 $\frac{3}{4}$ @114; U. S. Five-twenties of 1868, 113 $\frac{3}{4}$ @114 $\frac{1}{8}$; U. S. Ten-forties at 112 $\frac{1}{8}$ @112 $\frac{1}{4}$; U. S. Six per cent. currency bonds, 111 $\frac{3}{8}$ @112.

State bonds have been generally strong and buoyant, on a fairly active business.

On Tuesday, an unusually brisk investment call was started for the Railway Mortgages, to which the ruling of the United States Supreme Court in the legal tender issue, gave additional interest leading to quite liberal purchases at advancing prices. Central Pacific Sixes were taken as freely as offered, and closed quite buoyantly at 96. Union Pacific Sixes were quoted at 87 $\frac{1}{2}$ @87 $\frac{3}{4}$.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 26.	Feb. 2.	Feb. 9.
Consols	92 $\frac{1}{8}$	92 $\frac{3}{8}$	92 $\frac{1}{2}$
U. S. 5-20's of 1862...	86 $\frac{3}{8}$	86 $\frac{3}{8}$	87
U. S. 5-20's, 1865....	86 $\frac{3}{8}$	86 $\frac{3}{8}$	86 $\frac{3}{8}$
" 1867.....	85 $\frac{3}{8}$	85 $\frac{3}{8}$	85 $\frac{3}{8}$
" 10-40s.....	84 $\frac{1}{4}$	84 $\frac{1}{2}$	84 $\frac{3}{4}$
Erie.....	17 $\frac{3}{4}$	20	20
Ill. Central.....	103 $\frac{1}{4}$	103 $\frac{1}{2}$	107 $\frac{3}{4}$
At. and Gt. West....	25 $\frac{1}{2}$	26 $\frac{1}{2}$	....

The dealings in railway and miscellaneous share property have been fairly active at, in most instances, a further improvement in prices, favored by the unusual ease in money.

There has been a moderate trade reported in the leading kinds of domestic produce, but at less buoyant prices in most instances. Middling upland cotton closed heavily on Wednesday at 25 $\frac{1}{4}$ cts. per lb. The stock of cotton now here is given at about 65,000 bales. The receipts at the port this week, have averaged about 3,750 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 1,806,125 bales, against 1,415,700 bales in 1868-'9; exports, same time 987,850 bales, against 706,750 bales same time in 1868-'9; stock on hand at latest dates, 503,550 bales, against 385,000 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been

687 pkgs., against 840 pkgs., same time in 1869. From Boston, 393 pkgs., in 1870, against 826 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in moderate demand, at from 9 $\frac{1}{2}$ @17c $\frac{1}{2}$, per lb.; week's receipts, 6,817. Milch cows continue very dull, at \$40@\$100 each, receipts, 125. Veal calves have been plenty and heavy at from 8@13c. per lb.; receipts, 704. Sheep and lambs in liberal supply and limited demand at from 4 $\frac{1}{2}$ @8 $\frac{1}{2}$ c., and 6 $\frac{1}{2}$ @9c. per lb.; receipts, 30,080. Swine in less request at 9 $\frac{1}{4}$ @10c. per lb., all live weight; receipts, 15,565.

Foreign goods have been in pretty fair demand, and held with firmness, as a rule, though the dealings have shown nothing like general activity. The week's imports of foreign dry goods were to the specie value of \$2,936,004; and of foreign merchandise, \$3,439,481, making a total of \$6,375,485, against \$4,625,828 same week last year.

Ocean freights have been inactive and depressed. For Liverpool we quote flour at 1s. 6d. by sail, and 1s. 4 $\frac{1}{2}$ @1s. 6d. by steamer, per bbl.; grain at 3 $\frac{1}{2}$ d.@4d. by sail, and 3 $\frac{1}{2}$ d.@3d. by steamer, per bushel; cotton at 5 $\frac{1}{2}$ d.@5 $\frac{3}{8}$ d. by sail, and 1 $\frac{1}{4}$ d. by steamer per lb.; and heavy goods 12s. 6d.@25s. by sail, and 12s. 6d.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 402.

The balance in the Sub-Treasury on Wednesday was \$82,927,097 42.

The New York exports, exclusive of specie, for the week ending Feb. 8, and since the beginning of the year, compare as follows:

	1869.	1870.
For the week.....	\$2,660,313	\$3,461,230
Previously reported...	14,777,193	14,675,326

Since Jan. 1.....\$17,437,506 \$18,136,556

The imports for the week ending February 5, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	\$1,887,580	\$2,936,004
Gen. merchandise.....	2,738,248	3,439,481

Total for the week.... \$4,625,828 \$6,375,485
Previously reported.... 20,586,534 20,295,335

Since January 1.....\$25,212,362 \$26,670,820

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, 85; do., new, 84; Louisiana 6s, 72 $\frac{1}{2}$; do., 6s, Levee bonds, 72; do., 8s, Levee bonds, 83; Alabama 8s, 95; Illinois coupon bonds, 1879, 100; New York State 7s, Bounty Loan, reg., 108 $\frac{3}{4}$; Brooklyn 6s, W. L., 92; Jersey City W. L., 92 $\frac{1}{2}$; Milwaukee and St. Paul 1st mort., Iowa Div., 88; Toledo, Peoria and Warsaw 1st mort., W. D., 78; do., E. D., 80 $\frac{3}{4}$; Quincy and Toledo 1st mort., 83; Chicago and Milwaukee 1st mort., 90 $\frac{1}{2}$; Galena and Chicago 1st mort., 101; Ohio and Miss. consol. bonds, 80; St. Louis and Iron Mt., 41; do., 1st mort., 81 $\frac{1}{2}$; St. Louis, Jacksonville and Chicago 1st mort., 90; Lackawanna and Western 1st mort., 98; Am. Dock and Imp. 7s, 95; Great Western (Ills.) 1st mort., 1868, 103; Pacific 7s, guar. by Mo., 93; New York and New Haven R. R., 139; do., scrip, 138; Western Union Telegraph, 35 $\frac{3}{4}$; do., 7s, 86 $\frac{1}{2}$; Brunswick City Land, 8; Atlantic Mail S. S. Co., 25; American Coal, 37; Pennsylvania

Coal, 230; Adams' Exp. Co., 64 $\frac{3}{4}$; Am. Mer. Union Exp., 37 $\frac{3}{4}$; U. S. Exp., 50; Wells-Fargo Exp., 20 $\frac{1}{2}$.

Philadelphia.—Phila. and Reading 6s, 1893, 80; do., 6s, 1848-'80, 89; do., 1844-'80, 88; West Jersey 6s, 88 $\frac{3}{4}$; Camden and Burlington County R. R. 6s, 84; Lehigh Nav. conv. loan, 76 $\frac{1}{2}$; Huntingdon and Broad Top 1st mort., 80 $\frac{1}{4}$; Connecting R. R. bonds, 85; Oil Creek and Allegheny River R. R., 40; Chesapeake and Delaware Canal, 41 $\frac{1}{2}$; Green and Coates streets R. R. 7s, 85 $\frac{1}{4}$; Chestnut and Walnut streets R. R. bonds, 85; Camden and Amboy scrip, 63 $\frac{1}{4}$; Allegheny County 5s, 76 $\frac{1}{2}$; Pennsylvania coupon 5s, 93 $\frac{1}{2}$; Ocean oil, $\frac{3}{4}$; Clinton Coal, $\frac{1}{2}$; Buck Mt. Coal, 35 $\frac{1}{4}$. The latest quotations are: City 6s, 97 $\frac{3}{4}$ @98; do., free of tax, 100 $\frac{1}{2}$ @100 $\frac{1}{2}$; State 5s, coupon, 94@—; do., 6s, W. L., 100 $\frac{1}{2}$ @101; do., 1st series, 104 $\frac{1}{4}$ @104 $\frac{1}{4}$; do., 2d series, 106@106 $\frac{1}{4}$; do., 3d series, 107 $\frac{3}{4}$ @108; Reading, 48 $\frac{3}{8}$ @48 $\frac{3}{4}$; do., 7s, 1893, 104@105; do., mort. 6s, 1880, 89@—; Camden and Amboy, 114 $\frac{1}{4}$ @114 $\frac{1}{2}$; do., mort. 6s, 1889, 93@93; do., 1883, 84@—; do., 1889, 84@85; Penn. R. R., 56 $\frac{1}{2}$ @56 $\frac{3}{8}$; do., 1st mort., 98@98 $\frac{1}{2}$; do., 2d mort., 97@—; Little Schuylkill R. R., 41@41 $\frac{1}{2}$; Morris Canal, 30@31; do., pref., 64@65; do., bonds, 75@80; Susquehanna Canal, 8@10; do., 6s, —@51; Schuylkill Nav., 8@10; do., pref., 16 $\frac{1}{8}$ @17 $\frac{1}{4}$; do., 6s, 1882, 58 $\frac{3}{4}$ @59 $\frac{1}{2}$; Elmira and Williamsport pref., 40@40; do., 7s, 1873, 88@—; do., 5s, 59@60; Lehigh Coal and Navigation, 33 $\frac{3}{8}$ @33 $\frac{1}{2}$; do., 6s, 1884, 54 $\frac{1}{4}$ @54 $\frac{1}{2}$; do., R. R. Loan, 89@89 $\frac{1}{4}$; do., Gold Loan, 92 $\frac{1}{4}$ @92 $\frac{1}{2}$; North Pennsylvania, 36@36 $\frac{1}{2}$; do., 6s, 89 $\frac{3}{4}$ @90 $\frac{1}{4}$; do., Chattelle 10s, 111@115; Philadelphia and Erie, 29@29 $\frac{1}{2}$; do., 6s, 88@89; Minehill, 51 $\frac{1}{2}$ @51 $\frac{3}{4}$; Catawissa, 14@15; do., pref., 35 $\frac{1}{2}$ @35 $\frac{3}{4}$; Lehigh Valley, 54 $\frac{1}{8}$ @54 $\frac{1}{4}$; do., 6s, 96@96 $\frac{1}{4}$; do., 6s, reg., 96@96 $\frac{1}{4}$; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 39@40; Thirteenth and Fifteenth, 19 $\frac{1}{2}$ @19 $\frac{3}{4}$; Spruce and Pine, 21@21; Green and Coates, 35@40; Chestnut and Walnut, 43 $\frac{1}{2}$ @45; Hestonville, 127 $\frac{1}{2}$ @13; Union, 40@45.

Boston.—Vermont Central 1st mort., 81 $\frac{1}{2}$; Stanstead, Shefford and Chambly 7s, 80 $\frac{1}{2}$; Burlington and Missouri River R. R., 79 $\frac{1}{2}$; do., 8s, 1879, 99; do., 7s, 1894, 90; Old Colony and Newport 7s, 101 $\frac{1}{2}$; do., 6s, 1876, 95; Chicago and Southwestern 1st mort., 7s, gold, 97; Ogdensburg and Lake Champlain R. R. 8s, 102 $\frac{3}{8}$; Vermont and Massachusetts R. R. 6s, 91 $\frac{3}{8}$; Cin., Sandusky and Cleveland 7s, 1890, 74 $\frac{1}{2}$; Eastern R. R., 6s, 1874, 96 $\frac{1}{4}$; Carthage and Burlington R. R., 8s, 1879, 95 $\frac{3}{4}$; Dixon and Peoria 8s, 1889, 95 $\frac{3}{8}$; Keokuk and St. Paul R. R., 8s, 1879, 97 $\frac{3}{8}$; Vermont Central and Vermont and Canada 8s, 1889, 101; Eastern (N. H.) R. R. 114; Worcester and Nashua R. R., 130; Connecticut and Passumpsic Rivers pref., 87 $\frac{1}{4}$; do., 7s, 1876, 100; Norwich and Worcester R. R., 107; Boston Water Power, Co., 17; Cary Imp. Co., 7 $\frac{1}{2}$; Quincy R. R. Bridge, 125; Gilberton Coal, 86; Collateral Coal, 95 $\frac{1}{2}$; Rhode Island 6s, 99; Massachusetts 5s, 1878, gold 102; do., 1880, 101 $\frac{1}{2}$; do., 1883, gold, 101 $\frac{3}{4}$; do., 1894, gold, 101 $\frac{1}{2}$; do., 6s, 1871, gold, 119; 6s, 1873, 113 $\frac{1}{4}$; New Hampshire 6s, 1884, 98; Connecticut 6s, 1882, 98 $\frac{1}{2}$; Chicago 7s, sewerage, 97 $\frac{1}{2}$; do., River Imp., 96 $\frac{3}{4}$; do., 7s, Tunnel, 96 $\frac{3}{8}$; do., 7s, Park Loan, 95 $\frac{1}{4}$; do., 7s, Jail Loan, 95; St. Louis 6s, sewerage, 1889, 85; do., 1887, 84; St. Louis

County 7s, 1885, 95; Hartford 6s, 1893, 95 $\frac{3}{4}$; do., 1881, 97; do., 1879, 97 $\frac{1}{2}$; Portland 6s, 1887, 95 $\frac{1}{2}$; do., 1870, 99 $\frac{1}{2}$; Brunswick, Me., 6s, 1870, 99 $\frac{3}{8}$; Bath 6s, 1891, 89; Charlestown 6s, 1874, 99 $\frac{3}{4}$; do., 5s, 1877, 93 $\frac{3}{8}$; Bangor 6s, 1894, R. R. Loan, 87 $\frac{1}{2}$; Albany 6s, 1896, 93; do., 1893, 95; Cook Co., Ills. 7s, 95 $\frac{1}{2}$; Cambridge 5s, 1893, 100 $\frac{3}{4}$; Cincinnati 7 3-10s, 1888, 101; Boston 5s, 1876, gold, 103 $\frac{1}{4}$; do., 1878, 102; do., 1880, 102 $\frac{1}{2}$; Allouez Mining Co., 2; Calumet, 65; Hecla, 81.

Baltimore.—Virginia 6s, old, reg., 51 $\frac{1}{8}$; do., 1866, 59; do., 1867, 54; do., coupon 6s, new, 65; Maryland Defense Loan, 100 $\frac{3}{8}$; Wilmington and Welden bonds, 89; Orange, Alexandria and Manassas 7s, 1882, 69 $\frac{1}{4}$; Western Maryland bonds, 75; do., guar. by Washington Co., 75; Pittsburg and Connellsville bonds, 89; North Central 6s, 1900 gold, 97 $\frac{3}{4}$; Orange and Alexandria 2d mort. 6s, 1875, 72 $\frac{1}{2}$; Parkersburg Branch R.R., 23. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88 $\frac{1}{4}$ @89; Balt. and Ohio, 126@127; do., 6s, 1875, 91 $\frac{1}{8}$ @92; do., 1880, 91 $\frac{1}{4}$ @93; do., 1885, 93 $\frac{1}{8}$ @—; Northern Central, 44 $\frac{1}{4}$ @44 $\frac{1}{2}$; do., 6s, 1885, 88 $\frac{1}{2}$ @89; do., 1900, 83@84; do., 6s, 1900, gold, 97@98; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 92@92; do., 2d mort., 92@93; do., 3d mort. 1885, 82@—; Marietta and Cincinnati 7s, 1892, 87@87; do., 2d mort., 67 $\frac{1}{2}$ @68; Central Ohio, 23@25; do., 1st mort., 81@84; Western Md. 6s, 1890, 68@75; do., guar. by Baltimore City, 90@90; do., 2d mort., guar., 89 $\frac{1}{2}$ @91; do., 6s, pref., 50@60; do., 6s, guar. by Washington Co., 78@80; Richmond and Danville bonds, 70 $\frac{3}{4}$ @71 $\frac{1}{4}$; Orange and Alexandria 1st mort., 6s, 80@82; do., 2d mort., 6s, 70@71; do., 3d mort., 8s, 81 $\frac{1}{2}$ @82; do., 4th mort., 8s, 69 $\frac{3}{4}$ @70; Orange, Alexandria and Manassas 7s, 69 $\frac{1}{2}$ @70; Virginia and Tennessee 8s, 72@73 $\frac{3}{4}$; Baltimore 6s, 1875, 92 $\frac{1}{2}$ @92 $\frac{1}{2}$; do., 1886, 91@—; do., 1890, 93@93; do., 1893, 92@92; do., 5s, 1838-'70, 71 $\frac{1}{2}$ @—; Memphis City 6s, 51@55; Maryland Defense Loan, 99 $\frac{1}{2}$ @100 $\frac{1}{2}$; City Passenger R. R., 18@18 $\frac{1}{2}$; George's Creek Coal, 63@70; Atlantic Coal, 2.25@3.00; Bare Hill, 0.08@0.20.

Intercolonial Railway.

The Intercolonial Railway Commissioners will receive proposals until the 4th of April for the construction of two sections in the Province of Quebec—a distance of 43 miles on the east section eight.

Two sections in New Brunswick of thirty-one miles.

The east section is to be completed by the first of July, 1872.

The Commissioners will also receive proposals for sections 3 and 4, the former contracts for these sections having been annulled by the Commissioners. Sections 3 and 4 to be completed by first of July, 1871.

A bill has passed both houses of the North Carolina Legislature to recall to the treasury the unsold special tax bonds, and to stop the collection of the special tax, *pro rata*, with amount of bonds returned.

A company has been organized for the building of a railroad from Dubuque to Bellevue. The Western Union Company will build from Dubuque to Bellevue.

Worcester and Nashua Railroad.

The annual meeting of the stockholders of this company was held at Worcester on the 20th ult. The annual report of the directors, which was adopted, states that the earnings of the road for the year ending November 30th, 1869, were \$538,021 23, and the expenses, \$387,059 89, making the net profits, \$150,961 34. Two semi-annual dividends, one of \$4 and one of \$5, free from Government, State and local taxes, have been declared, leaving an undivided surplus of \$11,461 34. The assets of the road over its liabilities are \$90,717 96. The earnings of the road, both from passenger and freight traffic, have materially increased over the preceding year, notwithstanding the great depression in the mechanical and manufacturing business which interests this road so much. The directors recommended that the construction account which was closed by a vote of the stockholders at a special meeting held on the 20th of March, 1856, be reopened, and that all permanent improvements and extraordinary expenses hereafter be charged to this account; and that new stock from time to time be issued and sold and the proceeds applied to the payment of such outlays. The following resolution was offered and adopted:

Resolved, That the directors be and hereby are authorized to charge to the construction account of the road such permanent expenditures, improvements, and changes as have been and may be hereafter made which they deem properly chargeable to that account.

It is proposed to lay a double track the entire length of the road, and to commence the work this season. The following gentlemen were elected directors for the ensuing year: Francis H. Kinnicutt, of Worcester, Stephen Salisbury, of Worcester, Alexander Dewitt, of Oxford, Jacob Fisher, of Lancaster, Thomas Chase, of Nashua, Asa F. Lawrence, of Groton, Francis H. Dewey, of Worcester, Alexander H. Bullock, of Worcester, Calvin B. Hill, of Nashua.

At the regular meeting of the directors of the South Carolina Railroad Company, recently held, it was determined to begin the payment of quarterly dividends in July next. The road, which is one of the oldest in the country, has been rebuilt, and is in fine order; the rolling stock and motive power are thoroughly efficient; the debt of the company has been amicably adjusted, and the business of the road is steadily increasing.

A special general meeting of the shareholders of the Great Western Railway of Canada will be held in London, Eng., on the 16th inst., for the purpose of approving or otherwise an agreement entered into between this Company, the Michigan Central Railroad Company, and the Detroit and Milwaukee Railroad Company, for the division of the through traffic of the three Companies.

A dividend of four per cent., less U. S. government tax, has been declared, payable on the capital stock of the Peoria and Bureau Valley Railroad Company, at its office, No. 13 William street, on and after February 10th.

The bill loaning the credit of the State to the amount of two millions of dollars to the Alabama and Chattanooga Railroad Company, has passed both branches of the Alabama legislature.

Cumberland Coal Trade:

The following statistics of the production of coal in the Cumberland (Md.) region during 1869 are compiled from official sources by Mr. C SLACK, of Mt. Savage, Md.:

	To B. & O. R. R.	To C. & O. Canal.	Local.	Total.
	Tons.	Tons.	Tons.	Tons.
Consolidation.....	121,224	101,645	33,921	256,790
Central.....	114,309	128,989	.....	243,298
American.....	91,771	128,225	.....	219,996
Cumberland.....	99,027	78,903	30,990	208,925
Hampshire and Balt.....	109,548	47,727	1,278	158,553
Borden Mining.....	81,045	71,590	954	153,589
George's Creek.....	100,310	32,153	16	132,479
Piedmont.....	92,021	.....	.....	92,021
Atl. & George's Creek.....	79,185	.....	.....	79,185
Potomac.....	67,458	.....	.....	67,458
Franklin.....	59,487	.....	.....	59,487
Midlothian.....	28,179	26,320	.....	49,499
Swanton Mining.....	48,334	.....	.....	48,334
Maryland.....	31,322	13,018	.....	44,340
Cooke Mines.....	8,782	23,472	529	32,783
Barton.....	32,720	.....	.....	32,720
Savage Mountain.....	2,936	104	.....	3,040
George's Creek Min'g.....	172	.....	.....	172
	1,162,830	652,151	67,698	1,882,669

Compared with 1868 the Consolidation Company shows an increased production of 73,313 tons; the American, 71,744; Cumberland Coal and Iron, 50,661; Hampshire and Baltimore, 4,761; Borden Mining, 46,729; George's Creek Coal and Iron, 54,377; Piedmont Coal and Iron, 45,762; Atlantic and George's Creek, 47,217; Potomac Coal, 12,497; Franklin Coal, 41,732; Midlothian Coal, 42,230; Swanton, 25,872; Maryland Coal, 44,340; Cooke Mines, 11,661; Barton Coal, 26,370; Savage Mountain, 335. There was a decrease of 32,397 tons in the production of the Central Mining Company; 39 tons in that of the George's Creek Mining Company; 9,749 in the New Hope Mines, and 5,190 in the National Coal Company. The net increase of production during the year was 552,226 tons. The following table gives a recapitulation of the manner of transportation of the coal:

By Cumberland and Pennsylvania Railroad to Baltimore and Ohio Railroad.....	981,297
By Cumberland and Pennsylvania Railroad to Chesapeake and Ohio Canal.....	573,243
By Cumberland and Pennsylvania Railroad to Local.....	35,480
	1,590,020
By Cumberland Coal and Iron Co.'s Railroad to Baltimore and Ohio Railroad.....	99,027
By Cumberland Coal and Iron Co.'s Railroad to Chesapeake and Ohio Canal.....	78,903
By Cumberland Coal and Iron Co.'s Railroad to Local.....	30,990
	208,925
By Hampshire and Balt. Co. (Va. Mines) to Baltimore and Ohio Railroad.....	82,506
By Hampshire and Balt. Co. (Va. Mines) to Local.....	1,218
	83,724
Total tons in 1869.....	1,882,669

The following table shows the aggregate production of the mines from 1842 to 1869, inclusive—twenty-eight years:

	C. & P. R. R.	C. & O. Canal.	G. C. R. R.	H. R. R.	Ag. rate.
	Tons.	Tons.	Tons.	Tons.	Tons.
1842.....	787	961	.....	.....	1,708
1843.....	3,691	6,421	.....	.....	10,082
1844.....	5,159	9,734	.....	.....	14,890
1845.....	13,738	10,905	.....	.....	24,653
1846.....	11,240	18,555	.....	.....	29,795
1847.....	20,615	32,325	.....	.....	52,940
1848.....	36,571	43,000	.....	.....	79,571
1849.....	63,676	78,773	.....	.....	142,449
1850.....	79,950	119,893	.....	.....	199,843
1851.....	122,351	135,348	.....	.....	257,699
1852.....	174,891	169,287	.....	.....	344,178
1853.....	234,441	225,513	73,775	.....	533,979
1854.....	212,684	265,694	181,303	.....	659,681
1855.....	171,056	198,401	227,245	65,570	662,272
1856.....	167,381	227,094	209,210	42,765	706,450
1857.....	125,917	242,573	252,368	51,828	672,486
1858.....	214,790	153,548	218,318	63,000	649,656
1859.....	200,054	158,626	257,740	47,934	724,354
1860.....	302,947	144,100	259,298	52,564	758,909
1861.....	32,181	55,279	85,554	36,660	209,674
1862.....	146,951	64,574	69,482	36,627	317,634
1863.....	291,065	154,610	266,430	36,240	748,345
1864.....	481,248	132,198	.....	44,552	657,996
1865.....	608,592	162,558	.....	71,345	909,495
1866.....	883,987	104,410	.....	90,964	1,079,331
1867.....	1,008,280	113,010	.....	72,532	1,193,822
1868.....	1,083,521	158,264	.....	88,658	1,329,443
1869.....	1,590,020	208,925	.....	83,714	1,822,669
	9,475,000	3,294,561	2,100,673	884,823	14,935,986

Journal of Railroad Law.

RAILROAD COMPANIES—WHEN COMMON CARRIERS OF PASSENGERS BY FREIGHT TRAINS—PENALTY TO PASSENGERS FOR VIOLATING RULES—WHEN NEGLIGENCE OF COMPANY'S AGENTS EXCUSES PURCHASE OF TICKET.

The facts of the recent case of The Chicago and Alton Railroad Company vs. Flagg (43 Ill., 365,) are fully and clearly stated in the following opinion by

LAWRENCE, J.—This was an action on the case brought by the appellee against the railway company for wrongfully expelling him from one of its trains. Being desirous of traveling a short distance on the road, he entered what is called a caboose car, attached to a freight train, without a ticket. From the conversation which subsequently took place between him and the conductor, as drawn out by the defendant's counsel on the cross-examination of witness, it appears he was unable to procure a ticket because the ticket office was closed. When his ticket was demanded on the train he offered to pay his fare, and also offered to give the conductor ten dollars to be kept by him until a ticket could be procured at the next station.

The conductor replied that he was forbidden by the rules of the road to receive money for fares, and should he do so he might lose his place. The train stopped at a water tank about a quarter of a mile from a station called Landdale, and the conductor there required the plaintiff to leave the train. No resistance was made by him, and no violence or insult offered by the conductor. The jury gave the plaintiff a verdict of one hundred dollars, for which the Court rendered judgment.

It appears from the record that, although this was a freight train, yet it regularly carried passengers, and was held out to the public as so doing. The company itself put in evidence a printed notice, with certain regulations in regard to the carriage of passengers on freight trains, and forbidding conductors to carry them unless provided with tickets in advance. It was therefore a common carrier of passengers by this train as well as by its regular passenger trains, and would have no more right to expel a traveler, wantonly and without cause, from one train than from the other.

It is urged, that the company must have the power to make reasonable rules for the government of its trains. Undoubtedly, and if a company deem it advisable to require tickets to be purchased before taking passage on certain classes of trains, its authority to do so must be conceded. If its rules in this respect are knowingly disregarded, a passenger may be required to leave the train at any regular station, but only at such stations, as decided in the C., B. & Q. R. R. vs. Parks, 18 Ill., 465. The wilful neglect to comply with the rules in this matter would be like a refusal to pay the fare, and could place the passenger in no worse position. But when the company requires tickets to be purchased at the station, it must furnish convenient facilities to the public by keeping open the office a reasonable time in advance of the hour fixed by the time table for the departure of the train. Should it fail to do this, a person desiring to take passage would have the right to enter the train and be carried to his place of destination by payment of the regular fare to the conductor. To permit a company to com-

plain of a violation of its own rules necessitated by the negligence of its own agents, would be absurd. If then, as is fairly inferable from the evidence, the plaintiff was prevented from buying a ticket by the absence of the ticket agent, he was rightfully on the train, and his expulsion was unlawful.

But even if wrongfully on the train from wilful non-compliance with this rule, he was expelled at a place which, under the statute, rendered the expulsion itself illegal. It is urged, that a water tank, if an "usual stopping place," is within the letter of the law. It is within the letter, but so obviously without its spirit, that to permit a passenger to be expelled at a water tank, often miles from a station, and from remote highways and habitations, would defeat the object of the law, and be a striking instance of "sticking in the bark." As has been several times said by this Court, the statute means the usual stopping places for the discharge of passengers.

It is in proof that passengers, desiring to enter or leave the train at Landdale station, often did so at this water tank, as the freight train frequently passes the station itself without stopping, and the tank was only a quarter of a mile distant. It is also in proof, that passengers left at the station when the train stopped there. Whether this tank was the usual place for the discharge of passengers from freight trains, was distinctly left to the jury by the sixth instruction for the defendant; and they found it was not. Their finding was undoubtedly right. A local usage, adopted by persons living in the neighborhood and familiar with the ground, for their own convenience, cannot be considered as making any place but the regular station the proper point for the discharge of passengers.

It is also urged, that, as the conductor acted in good faith, and without violence or insult, and there is no proof of actual damage to the plaintiff, the verdict should have been for only nominal damages. The verdict was for one hundred dollars. It was after dark when this affair occurred, and the plaintiff was lame and had two bundles that seemed to be heavy. In order to reach the station or village, he had to pass over a covered railway bridge which spanned a stream, and which he had to cross by means of a plank walk or foot path, about three feet wide, laid down upon the timbers. The only light came from below and from the ends of the bridge. For a stranger laden with bundles, to be compelled to walk through a dark railway bridge at night, on a narrow path, uncertain as to when a train may come, and liable to be crushed if one does come, is certainly not a desirable experience. The jury had the right to take these things into consideration, and as the plaintiff himself had been guilty of no delinquency, and was anxious to pay his fare, and as his legal rights were violated in expelling him from the train, it was proper for the jury also to consider, not only the annoyance, vexatious delay and risk, to which he was subjected, but also the indignity done to him by the mere fact of expulsion. This case is widely different from that of the Chicago and Alton R. R. Co. vs. Roberts, 40 Ill., 503. We cannot say the damages were excessive.

It is urged that the Court erred in refusing the defendant's seventh instruction, which was, in substance, that, even if the plaintiff was wrongfully put off the train, yet if the conductor acted

in good faith and without violence, the jury could give only such actual damages as the plaintiff sustained, or if he sustained none, then only nominal damages. It is unnecessary to add, what we have already said on this subject. In a case of this character, where the plaintiff was without fault, the jury had a right to give more than nominal damages, even though no pecuniary loss or actual injury to the plaintiff's person was proven. The considerations above named may properly enter into the verdict in a reasonable degree. Neither did the Court err in modifying the other instructions by adding that the phrase "usual stopping place," means in the statute a regular station for passengers to get on and off the train. That is what it does mean. Chicago, B. and Q. R. R. vs. Parks, 18 Ill., 465. The judgment must be affirmed. Judgment affirmed.

Anthracite Coal Trade of the United States.

We present our readers this morning with the official returns of the Anthracite Coal Trade of the United States, together also with the official returns of the Bituminous Coal Trade moving towards the seaboard which have been heretofore embraced in our tables. It will be seen that the supply of Anthracite coal has fallen off only 183,630 tons, while the Semi-Anthracite and Bituminous coals embraced in our table have increased 674,835 tons during the year.

The whole supply of Anthracite sent to market

	Tons.
In 1869 was	13,221,386
In 1868	13,405,016

Decrease in 1869	183,630
Semi-Anthracite and Bituminous in 1869	2,693,818
" " in 1868	2,040,495

Increase in 1869	653,323
------------------------	---------

Making the whole increase in Anthracite and Bituminous coal embraced in our table, for the year 1869, 491,204 tons against 1,336,813 tons in 1868.

The whole supply of coal mined in the United States in 1869 we give as follows:

	Tons.
Official quantity of Anthracite sent to market	13,221,386
Consumed in Coal Regions, (estimated).	2,500,000
	15,721,386
Bituminous, (official), including 423,810 tons imported	3,117,628
Bituminous mined and consumed in the United States, in 1869, not embraced in our tables (estimated)	11,000,000

Total product for consumption in 1869. 29,839,014

The consumption of coal in England in 1868 was 103,141,157 tons. In 1859 it was 71,900,000 tons, showing an increase of 31,241,141 tons in ten years. Our consumption seems small compared with the consumption of Great Britain, which is not as large in territory as the States of Pennsylvania and New York. With ample protection to our home industry, our annual coal product will increase in a very short time equal to that of Great Britain.

To give a stronger comparison of our trade with that of Great Britain, we can state that the whole product of Anthracite coal sent to market from the Schuylkill and Lehigh Regions from 1820 and 1822 to 1869 inclusive, amounts in the aggregate to 112,640,632 tons, and only exceeds the product of Great Britain in the single year of 1868, 9,499,485 tons.

Of the total product of 15,721,386 tons Anthracite furnished in 1869, about 6,700,000 tons were consumed on the lines of the different transporting companies short of tide water, leaving but about 9,000,000 tons that reached tide. Of this quantity there was not less than 7,000,000 tons sent to New Jersey and markets East of New Jersey. Besides the consumption of Philadelphia and vicinity, there were only 171,631 tons, includ-

ing 17,182 tons sent to foreign ports, shipped South of Pennsylvania, from Philadelphia.

The following is the official statement of the quantities sent to market in 1869, from the different Regions embraced in our table, compared with 1868, giving the increase and decrease each region:

	1868. Tons.	1869. Tons.
<i>Schuylkill Region:</i>		
By Reading Railroad	3,120,923	*3,688,923
By Schuylkill Canal	987,628	698,879
By Lehigh and Mahanoy ..	465,331	423,156
From Pinegrove	82,925	†37,768
	4,606,807	4,848,726
Less Shamokin & Trevorton ..	192,451	99,757
	4,414,356	4,748,969
		4,414,356

Increase in 1869	334,613
<i>Lehigh Region:</i>	
Lehigh Valley Railroad ...	2,258,532
Lehigh and Susquehanna Railroad	535,750
Lehigh Canal	989,947
	3,784,229
Less Wyoming and Schuylkill Coal	1,276,647
	2,507,582
	1,929,523
Decrease in 1869	578,059
<i>Wyoming Region:</i>	
Wyoming Canal South	340,490
" " North	89,152
Pennsylvania Coal Co.	953,855
Seranton North	610,721
" " South	1,118,064
Delaware and Hudson Co. ..	1,611,113
Lackawanna & Bloomsburg ..	456,102
By Lehigh	811,816
	5,990,813
	6,068,369
	5,990,813
Increase in 1869	77,556
<i>Shamokin Region:</i>	
	492,265
	**474,525
Decrease in 1869	17,740
Total Anthracite	13,405,016
	13,221,386
Total Dec. in 1869	183,630

<i>Semi-Anthracite:</i>		
Short Mountain Coal Co. ...	123,710	104,766
Lykens Valley Coal Co.	88,376	78,965
Williamstown Col.	178,302	201,018
Trevorton	38,728	45,612
Broad Top	280,936	359,551
	710,052	789,912
<i>Bituminous:</i>		
Lehigh Valley Railroad ...	21,237	52,151
Chesapeake and Ohio Canal ..	482,325	652,151
Baltimore & Ohio Railroad ..	858,118	1,230,518
Total Bituminous	2,040,495	2,693,818
Imported	402,299	423,810
Total Tons	2,442,794	3,117,628
Add Anthracite	13,405,016	13,221,386
Total	15,847,810	16,339,014
		15,847,810
Total inc. in 1869		491,204

Loss in 1869	183,630
--------------------	---------

To show the course of the trade and the supply from different regions, we subjoin the following for reference:

Year.	Schuylkill.	Wyoming.	Lehigh.
1860	3,270,516	2,941,817	1,821,774
1861	2,697,489	3,055,140	1,738,377
1862	2,890,598	3,145,770	1,351,054
1863	3,433,265	3,759,610	1,984,713
1864	3,642,218	3,960,336	2,054,669
1865	3,735,802	3,256,658	1,822,535
1866	4,633,487	4,736,616	2,128,867
1867	4,334,820	6,328,322	2,062,446
1868	4,414,356	5,990,813	2,507,582
1869	4,748,969	6,068,369	1,929,583

At the close of last year's business we stated that if Congress, then in session, would remodel the Tariff in the interests of domestic industry, and our anthracite furnaces, the market would take about one million tons increase between the coal regions and the seaboard. They did not settle either of these questions, and the increase was only 491,204 tons. Many inquiries have also been made as to the prospects of the present year's business. We can only repeat what we stated last year, that if the Tariff question is adjusted early in the session in favor of American interests, and the financial questions settled satisfactorily to the producers, not the money changers, the market will take an increase of not less than one and a half million tons Anthracite, if prices are kept at a moderate rate, and about 400,000 tons Bituminous coal. If a different policy is pursued by Congress, it will reduce the consumption about a half million tons from the above estimate. With constant work, free from difficulties and stoppages, and with fair prices for coal, wages and transportation, the different coal regions can easily furnish this increase in 1870.—*Miners' Journal*.

A dividend of three per cent., free, has been declared on the full shares of the capital stock of the Louisville, New Albany, and Chicago Railway Company, payable February 15, at the office of the Farmers' Loan and Trust Company, N. Y.

The Cincinnati and Muskingum Valley Railroad Company has been incorporated for the purpose of building a railroad from Cincinnati to Cleveland. Capital four millions.

derived from other regions, &c., and reported elsewhere.

† The coal trade of Pinegrove was 146,241 tons in 1869. The balance is reported in the Reading Railroad Report.

‡ The whole quantity transported over the Lehigh Valley Railroad in 1869 was 2,310,170 tons anthracite, and 21,227 tons bituminous coal, in all 2,331,407 tons, but a portion was delivered to and reported in other returns.

|| The whole quantity transported over Lehigh and Susquehanna Railroad in 1869 was 1,297,825 tons. The balance is reported in Lehigh Canal, Lehigh Valley Railroad, &c.

§ Of this quantity 18,707 tons was sent via Delaware and Hudson Canal. The balance by rail.

¶ Of this quantity 181,684 tons was sent by Railroad from Honesdale.

** This is only the product of the Shamokin Region transported over the Shamokin Division Northern Central Railroad—the other is reported in the Reading Railroad and Canal reports.

The supply of Anthracite coal sent to market in 1868 and 1869 was furnished as follows:

	1868.	1869.
Wyoming Region	5,990,813	6,068,369
Schuylkill "	4,414,356	4,748,969
Lehigh "	2,507,582	1,929,583
Shamokin "	492,265	474,525
	13,405,016	13,221,386
	13,221,386	

Loss in 1869

To show the course of the trade and the supply from different regions, we subjoin the following for reference:

Year.	Schuylkill.	Wyoming.	Lehigh.
1860	3,270,516	2,941,817	1,821,774
1861	2,697,489	3,055,140	1,738,377
1862	2,890,598	3,145,770	1,351,054
1863	3,433,265	3,759,610	1,984,713
1864	3,642,218	3,960,336	2,054,669
1865	3,735,802	3,256,658	1,822,535
1866	4,633,487	4,736,616	2,128,867
1867	4,334,820	6,328,322	2,062,446
1868	4,414,356	5,990,813	2,507,582
1869	4,748,969	6,068,369	1,929,583

At the close of last year's business we stated that if Congress, then in session, would remodel the Tariff in the interests of domestic industry, and our anthracite furnaces, the market would take about one million tons increase between the coal regions and the seaboard. They did not settle either of these questions, and the increase was only 491,204 tons. Many inquiries have also been made as to the prospects of the present year's business. We can only repeat what we stated last year, that if the Tariff question is adjusted early in the session in favor of American interests, and the financial questions settled satisfactorily to the producers, not the money changers, the market will take an increase of not less than one and a half million tons Anthracite, if prices are kept at a moderate rate, and about 400,000 tons Bituminous coal. If a different policy is pursued by Congress, it will reduce the consumption about a half million tons from the above estimate. With constant work, free from difficulties and stoppages, and with fair prices for coal, wages and transportation, the different coal regions can easily furnish this increase in 1870.—*Miners' Journal*.

A dividend of three per cent., free, has been declared on the full shares of the capital stock of the Louisville, New Albany, and Chicago Railway Company, payable February 15, at the office of the Farmers' Loan and Trust Company, N. Y.

The Cincinnati and Muskingum Valley Railroad Company has been incorporated for the purpose of building a railroad from Cincinnati to Cleveland. Capital four millions.

* The whole coal tonnage of the Reading Railroad in 1869 was 4,239,457 tons—the balance was

The completion of the Mansfield and Framingham Railroad was celebrated on the 25th ult. This road is 21 miles in length, extending from the South Framingham Junction of the Boston and Albany Railroad to the Mansfield Junction of the Boston and Providence Railroad. The cost of the road has been \$550,000. E. P. Carpenter is President, and H. A. Blood Superintendent.

The Martinsburg and Potomac Railroad Company has been organized by the election of a board of directors with Hon. C. J. Faulkner as president. This company has been authorized to construct a railroad from the Potomac River to Martinsburg, West Virginia. It will be an extension of the Cumberland Valley Railroad, and is expected to be built during the present year.

The following gentlemen have been elected officers of the Little Rock and Fort Smith Railroad for the ensuing year: C. G. Scott, president; J. L. Shinn, vice president; G. N. Peay, secretary and local treasurer; J. H. Haney, consulting engineer; G. L. Adams, treasurer, (at Boston.) Messrs. C. G. Scott, U. M. Rose and J. H. Haney were appointed an executive committee.

The connection of the new branch of the South Side Railroad at Hunter's Point will be complete by the latter part of this week. The work of extending the eastern end of the road to Setank is being rapidly pushed forward. Ground has been broken on the Hempstead branch, and it is thought that by the 1st of July it will be in running order.

The New York and Boston Railroad Company have concluded contracts for the construction of a railway from Brewster's, on the New York and Harlem Railroad, to Carmel and Lake Mahopac, a distance of eleven miles, and it is intended to begin work next week.

To Contractors.

SEALED PROPOSALS will be received until the 25th inst., for doing the Grading, Masonry and Bridging on the Ridgefield and New York Railroad from Port Chester, N. Y., to Ridgefield, Ct., 23 miles. For further particulars apply to

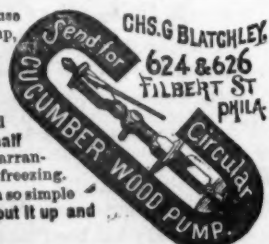
S. N. HAIGHT, Chief Eng.,
Morrisania, N. Y.

MORRISANIA, Feb. 7th, 1870.

A Merchant of Responsibility and in good standing desires to make an arrangement with some large manufacturer to act as agent for the sale of goods. He will be prepared to make advances upon goods consigned to his house, to an amount of \$25,000 to \$100,000. A business in metals preferred. Address E. E. H., Box No. 4,600 New York Post Office.

For Pure Water, use this celebrated Pump, entirely tasteless, durable and reliable; equal to the good old-fashioned wooden Pump, and costing less than half the money. Easily arranged so as to be non-freezing, and in construction so simple that any one can put it up and keep it in repair.

THE BEST AND CHEAPEST PUMP NOW MADE.



BALL'S PATENT TELESCOPE JACK.

Hot and Cold Punched Nuts, Bolts, Lag Screws and Washers.



Belting, Packing Hose, Rubber Springs, Car Trimmings, Steam Pumps.

ALBERT BRIDGES,

MANUFACTURER AND DEALER IN

Railway and Mining Supplies and Machinery,
No. 45 CORTLANDT STREET,
P. O. Box, 2843. New York.

Notice to Contractors.

CHESAPEAKE AND OHIO RAILROAD.

SEALED PROPOSALS will be received at the Engineer's office at Charleston, W. Va., until 12 M. March 1, 1870, for the GRADUATION, MASONRY and the SUPERSTRUCTURE OF BRIDGES on the Chesapeake and Ohio Railroad between the Falls of Kanawha and the Ohio River, including THREE MILLIONS CUBIC YARDS OF EXCAVATION, and SEVENTY THOUSAND CUBIC YARDS OF MASONRY.

Also, at the Engineer's office at Richmond, Va., until 12 M. March 10, 1870, for several heavy sections east of the Falls of Kanawha, including the unfinished work near Millboro', and that eight miles east of the White Sulphur Springs, the Great Bend tunnel, 6,400 feet; Lewis tunnel, 3,800 feet; five other tunnels from 500 to 1,700 feet long; several sections in rock cutting; and about 70,000 cubic yards of masonry.

Profiles and specifications can be found at the office of the company, 54 William street, New York, on and after February 1; at Richmond, Va., and at Charleston, W. Va., on and after January 15, 1870. The company reserves the right to reject any or all the bids offered, and to make private contracts for the work.

Information as to time, etc., will be given at the letting. For further information apply to H. D. Whitcomb, Chief Engineer, Richmond, Va., or to W. A. Kuper, Principal Assistant Engineer, Charleston, West Virginia.

C. P. HUNTINGTON,
President.

414

TO BRIDGE BUILDERS.

OFFICE OF SOUTH STREET BRIDGE COMMISSION, No. 224 South FIFTH Street, PHILADELPHIA, Jan. 17, 1870.

SEALED PROPOSALS for erecting a bridge over the River Schuylkill at South street will be received at the office of the Commission, in the Department of Surveys, No. 224 South FIFTH Street, until 12 o'clock M. of the FIRST DAY OF MARCH, 1870, for the construction of a wrought iron drawbridge, with Murphy's modification of the Pratt truss. To have cast iron piers in river, and stone abutments, with approaches of retaining walls; arches of brick, and iron I girders, as described in the specification. The entire length of structure to be 2,419 feet, the truss spans to be 185 feet each, with pivot draw, giving an opening of 77 feet on each side.

The proposal to be for an aggregate bid, to be accompanied by a bond with two approved sureties to an amount of \$50,000. Fifteen per cent. to be retained as the work proceeds until the same, inclusive of the \$50,000 noted in bond, shall amount to fifteen per cent. of the contract price, after which the current estimates will be paid in full.

Plans may be seen and specifications obtained at the office of the Commission on and after the 29th instant. MOSES A. DROPSTE,
President of the Commission.

414

RAILROAD IRON.

4,000 TONS 50 LBS. ERIE PATTERN, BEST Clawways make. Now in yard and for sale by

DANAS & LITCHFIELD,
18 William street,
New York,

4149

J. MILTON HAGY,
Iron Commission Merchant,
And Contractor for
TIMBER AND OTHER RAILROAD SUPPLIES,
512 Walnut Street,
PHILADELPHIA.
RAILROAD CROSS TIES.

THE WHARTON Safety Railroad Switch.

BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,
Of the Wharton R. R. Switch Co.,
28 South 3d St., Philada., Pa.

P. O. BOX, 2353, Phila.

Locked Safety Valves.

TO

MASTER MECHANICS

AND

LOCOMOTIVE BUILDERS.

THE UNDERSIGNED OFFERS FOR SALE, SAFETY VALVES, effectually guarded against tampering, invented and patented by himself; patent bearing date Sept. 14th, 1869.

Said Valves are sold with Spring, Guard, Studs, and Nuts, complete, and all ready to put on to boiler domes. Price for size suitable for Locomotives, \$27 50.

The Valve and Seat are made of hard composition. Spring of best cast steel.

The above Valve is sensitive, and is not liable to stick from corrosion; and is particularly well suited for large stationary and marine boilers, giving large area for escape of steam, and requiring a short lever, and light weight or spring, for holding Valve against pressure.

GEO. F. MORSE,
Supt. Portland Locomotive Works,
PORTLAND, MAINE.

Hemp Packing.

BEST HACKLED HEMP PACKING,

For Sale by

WILLIAMS, PAGE & CO.,
91 Water St., Boston.

Notice to Railroad Companies and Contractors.

WANTED A SITUATION BY A CIVIL ENGINEER having practiced for the last 10 years in France, Germany and New York State. Address A. R., 81 Bedford street, N. Y. 414

RAILROAD SPIKES.

10,000 KEGS, BEST MAKE, 9-16th by 5/8 inches For sale by

W. P. CONVERSE & CO.,
54 Pine st.

6m39

JOHN F. TANNER.

H. H. WALKER.

JNO. McANERNEY, Jr.

TANNER, WALKER & McANERNEY,

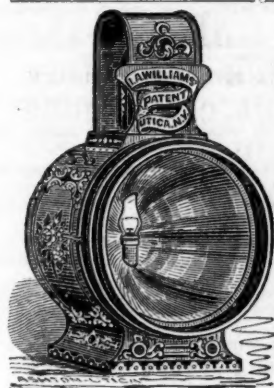
63 BROADWAY, NEW YORK,
DEALERS IN RAILWAY SUPPLIES,

Are prepared to make Contracts for

Railroad Iron, English and American; Chairs, Spikes, Fish Bars, Bolts and Nuts; Locomotives; Passenger and Freight Cars, and Car Findings generally.

Portable and Stationary Engines; Car Irons Complete; Wheels and Axles; IRONS FOR RAILROAD BRIDGES; and other articles required by Railroad Companies.

SECURITIES OF ALL KINDS NEGOTIATED ON FAVORABLE TERMS.



I. A. WILLIAMS' UTICA HEAD LIGHT WORKS,

UTICA, NEW YORK.

Established 1851.

Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER,

Which will not take fire or explode, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

STAR RUBBER CO.,

TRENTON, NEW JERSEY,

MANUFACTURERS OF

INDIA RUBBER CAR SPRINGS, STEAM PACKING, &C.

The Springs manufactured by this Company, and stamped with their trade mark, are fully warranted; and any proving defective will be replaced at their own cost. Orders solicited, and samples forwarded on application.

W. W. WARD, Sec'y.

J. J. BURGESS, Pres't.

BORDEN & LOVELL

COMMISSION MERCHANTS,

70 and 71 West St., New York,

Fall River Iron Works Company's

NAILS, BANDS, HOOPS & RODS,

BORDEN MINING COMPANY'S

CUMBERLAND COALS.

B. J. DORSEY,

COMMISSION MERCHANT,

(China & Japan.)

Asiatic Laborers Furnished,

41 & 42 Merchants' Exchange,

California Street,

San Francisco.

REFERENCES.

ALLAN McLANE, Esq., Pres't Pacific Mail Steamship Company, (New York), China and San Francisco Line of Steamers.

LOUIS McLANE, Esq., Baltimore.

MESSRS. BARRON & CO., San Francisco.

MESSRS. C. ADOLPHE LOWE & CO., San Francisco.

CHAS. E. McLANE, Esq., Manager Wells, Fargo & Co., Bankers, San Francisco.

HAMILTON RUBBER WORKS.

C. V. MEAD & CO.,

MANUFACTURERS

OF



C. V. MEAD.

R. L. HUTCHINSON.

R. S. MANNING.

G. W. NORTON.

Post Office Address, Box 588,
TRENTON, N. J.

ROPER CALORIC ENGINE CO.,

No. 46 Cortlandt st., N. Y.

New style Hot Air Engines. Send for Circular.

VOSE, DINSMORE & CO.,

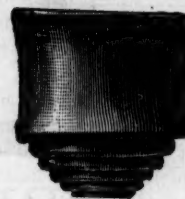
National Spring Works,

1 Barclay St., New York.

15 La Salle-St., Chicago,

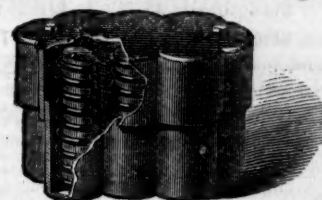
MANUFACTURERS OF

RAILWAY CAR SPRINGS.



The Original Standard Volute
Buffer Spring.

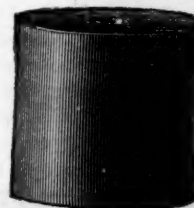
Patented—All others are Infringements.



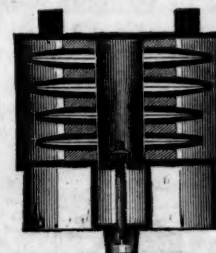
Small Rubber Centre Groupe Spiral.

Large Rubber
Centre Spiral.

Compound Spiral.



Soid India Rubber.

Double Volute
Buffer.

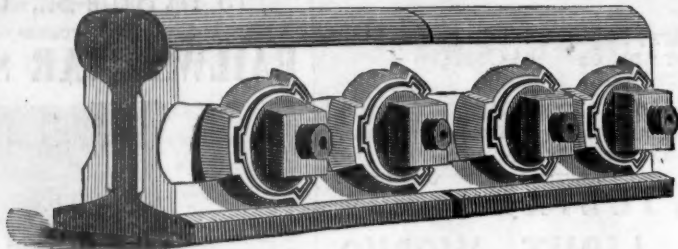
Incased Belleville Spring.

All Springs made by us are
WARRANTED.

All Steel and Rubber for our Springs
Manufactured by ourselves ex-
pressly for the purpose.

Manufactory, Manhattanville, N. Y.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY
VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

BRADY'S RAILROAD LANTERNS.



The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are riveted through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the strongest Lantern ever offered to the public. RAILROAD MEN especially cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

The trade supplied from our Store, or from the Factory, New Britain, Conn.

TAYLOR MFG. CO.,
Exclusive Manufacturers, 73 Beekman St., N. Y.

PACIFIC MAIL Steamship Company's THROUGH LINE TO California and China. FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New York to San Francisco:

First Class,	Steerage.
\$125 to \$170.	\$60.

according to location of berth.

These rates include berths, board and all necessities for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 6TH AND 21ST OF EACH MONTH, except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Feb. 21, ALASKA, CAPT. GRAY, connecting with CONSTITUTION, CAPT. PARKER.

Steamer JAPAN, will leave San Francisco March 1, 1870, for China and Japan.

Freight for steamer ALASKA, received until 4 P. M. on SATURDAY, Feb. 19. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

ENVELOPES.

SAMUEL RAYNOR & CO.,
115 & 117 William street,
New York.

Manufacture every style of envelope, from the smallest drug size to the large official; and any size, pattern, shape, or quality wanted for railroad companies, express and insurance companies, banks, bankers and brokers. All well made and gummed. Samples given when requested.

STAINED GLASS.
HENRY E. SHARP,
GLASS STAINER, EMBOSSEUR AND ENAMELER
FOR

Car Builders and Railroad Companies,
147 & 149 E. 23d St., N. Y.

EDWARD W. SERRELL,
CIVIL ENGINEER,
64 & 66 BROADWAY,
NEW YORK CITY.

Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

**\$18 IMPROVED
WALTHAM WATCHES.**

GET THE BEST, AND BUY WHERE YOU CAN
BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive PRICE LIST, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, \$18. In 18k Gold Cases, \$80. Ladies' Size, \$70. Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich
Street, Hempstead, Long Island N. Y.